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FIRE FIGHTING IN HONG KONG

WHAT HAPPENS WHEN AN ALARM IS SOUNDED

UNTIRING WORK THE YEAR ROUND

(SPECIAL TO THE "DAILY PRESS")

(The following article on the work of the local Fire Brigade, which has been specially written for the Daily Press, is of more than usual interest in view of the fact that the work of the Brigade was recently commended by the jury in an inquiry at the Kowloon Magistracy.—Ed.)

Day and night, Sundays and holidays, all the year round, the Fire Brigade of the Colony is on duty, and it is difficult for the average citizen to realise exactly how much work is entailed in order to be ready to answer all calls for help, in the Island, on the Mainland or in the Harbour, whenever a fire breaks out, or a building collapses.

The Fire Brigade in Hong Kong has grown tremendously in recent years and its activities have spread with its growth. The efficient way in which they carry out their duty of fire fighting and the no less arduous duty of fire prevention can be measured by the absence of great fires in the Colony.

To the average man, the Fire Brigade is a rather picturesque body of men who attend whenever a fire is reported and do their best to fight the flames. In reality this is a very inadequate idea, as the Brigade has much else to do besides actual fire-fighting. To do that work efficiently the men have to be kept physically fit for such work at all times, and to prevent outbreaks of fire, innumerable inspections have to be carried out during the year. Below is given an account of some of the work the Brigade has to do, the personnel and equipment with which they carry out their task.

One of the biggest task of the Brigade, of course, is the work of fire prevention. Since 1922 the Brigade has undertaken an enormous amount of work in this direction.

Hong Kong is peculiar in many respects, and the manner in which, at one time, fire crackers and other dangerous goods were stored in tenement houses, rendered the danger of fire very great indeed. Thanks, however, to the untiring work that has been put in by the Fire Brigade, and the introduction of measures calculated to abate the danger, outbreaks of fire in tenement houses because of the storage of firecrackers, have been greatly reduced.

The Brigade is also called upon to inspect theatres and other public places of entertainment. The safety of the public is their chief concern and they make it their duty to see that nothing is overlooked that helps to render the public as safe as possible in the event of fire. Hotels and restaurants are inspected and recommendations are made, wherever necessary. Oil installations, and go-downs where inflammable goods are stored are also inspected and quite a number of ships are examined. Any commodity that is considered "dangerous" from the point of view of the Fire Brigade is looked into and its storage examined. Even schools and churches are inspected and in some cases fire escapes and ladders are recommended and concrete stairs and floors substituted for wooden floors and stairs. In the theatres fire screens are demanded and suitable means of egress provided for the public.

8,000 Inspections.

All this entails work which does not come to the notice of the public, and it is going on to the actual fire-fighting work with which it is well to dwell at some further length at the little known side of its activity, since no less than 7,000 to 8,000 inspections are carried out each year.

Thanks to the recommendation of the Brigade we have now in new tenement houses concrete floors and concrete stairways guarded by a concrete or brick wall. This is such an improve-

ment on the old wooden stairway—which has rightly been described as a "death trap"—that outbreaks of a serious nature in concrete houses are practically unknown and certainly there has been no fatality where there are concrete floors and stairs. The whole of the area of the Wanchai Reclamation is covered with houses that comply with the new regulations and fires in that district are extremely rare.

Then there is the work of examining the lighting and wiring of big buildings and the examination of fire extinguishers and automatic sprinkler installations, of which latter there are at least seven in the Colony. Buildings over eighty feet in height have their own fire escapes constructed within them.

The Fire Brigade has recently acquired a new all-steel turn table ladder that can reach the height of 100 feet and it has the most powerful mover of any fire engine in the world, being of 170 brake horse power which will enable the appliance to ascend a gradient of 4 in 17 at 20 miles an hour.

The Personnel.

The personnel of the Fire Brigade consists of nine regular European officers and two executive officers. The Hon. The Inspector General of Police is the executive head of the Brigade and Mr. H. T. Brooks is the Superintendent. Another officer attached to the Brigade is the Assistant Government Marine Surveyor who is connected with the fire floats as consulting engineer.

There are 263 Chinese officers and men in the Brigade, consisting of sub-officers, foremen, firemen, motor drivers, coxswains, engineers, seamen, engine drivers, clerks, telephone operators and artisans. In connection with the last class it is interesting to add that the Fire Brigade have their own motor mechanics, fitters, carpenters, painters, etc. In addition to this staff there are men connected with the ambulance service which is under the direct control of the Fire Brigade.

The staff has to undergo special training and every member of the force has to be physically fit for the strenuous work that they are called upon to do in the event of a fire. All the European officers of the force are to a greater or lesser degree, proficient in the Chinese language, while the Chinese sub-officers and clerks are only recruited after tests in the English language. After enrolment the men undergo very strict training and are given about four months in which to attain a state of proficiency, after which they become members of the brigade.

Equipment.

With regard to the equipment of the Brigade, it is interesting to note that in Hong Kong there are three fire stations within the city, namely, Central, Wanchai and Kennedy Town, and there are two others outside the city, The Peak and Shaukiwan. In Kowloon there are two stations within the city, namely, the Tsim Tsa Tsui Station and Mongkok, while in the New Territories there is one station at Tin Lung.

In the Central Station, there are four appliances, a Merryweather, a Rolls Royce, a Dennis and a new Turntable Fire Escape. There is also a Motor General Service Tender and two motor ambulances. At Kennedy Town there is one Rolls Royce engine and one ambulance. The Wanchai station has a Den-

nis engine and an American La France engine in addition to a motor turntable ladder and an ambulance. The Shaukiwan station has one appliance and the Peak has two fire engines, which are shortly to be replaced by a small motor appliance.

On the mainland the Kowloon Fire Station has a Merryweather, a Dennis and a Rolls Royce fire appliance and three motor ambulances, one of which goes to the New Territories, which as stated previously is served by the Un Long Station which has one appliance. The Mongkok Station has a American La France and a Dennis engine in addition to an ambulance.

In connection with the American La France engines, it is interesting to state here that these appliances were ordered during the War years and owing to the uncertainty prevailing at that time of goods shipped from Europe reaching Hong Kong, the safer course of ordering these appliances from America was adopted.

Fire Floats.

In addition to these land appliances there are three fire floats attached to the Brigade, one stationed in Hong Kong and two at Yau-mat. The No. 1 Fire float is stationed at Yau-mat. It is a steam fire float (oil driven) and a pressure of 200 pounds of steam is maintained day and night during the year. Her delivery is 4,000 gallons per minute and she is the biggest fire float we have got in the Colony. The No. 2 Fire float is stationed in Hong Kong. She is a petrol kerosene motor fire float and her pump output is 3,000 gallons per minute. The third fire float is a comparatively small one, but her output has been improved considerably in recent years so that she can deliver two powerful jets to a height of 120 feet.

These firefloats are a considerable improvement on the firefloats of say fifteen years ago. Then there were two coal driven floats and steam was not raised until required and sometimes it took more than half an hour to get started after receiving a call. Today the firefloats are got under way within two minutes of a call. The writer has actually seen firefloats on the move about ninety seconds after a telephone message has been received. Incidentally the floats are connected with the land station by telephone, the lines

(Continued on Page 12.)

DIARY OF LOCAL EVENTS

TO-DAY

(September 5)
(VII Moon, 18th Day)

P.W.D. Sale of Crown Land, 3 p.m.

Rotary Club Dinner, Gloucester Building, 1 p.m.

St. Stephen's College re-opens after Summer Vacation.

Questions and discussions on Sunday's address, Lane, Crawford's, (for men), 1 p.m.

Enrolment for beginners of Chinese Language, General Chamber of Commerce, Board Room, 5.15 p.m.

Theatres.

Kings: "Best of Enemies."
Central: "Happy Ever After."
World: "Old In The Moon."
Star: "Words and Music."
Queen: "Made On Broadway."
Oriental: "State Fair."
Majestic: "Wicked."

Dances.

Tea Dances at Gloucester Building: King's Restaurant; Hong Kong and Repulse Bay Hotels.
Dinner Dances at Hong Kong and Repulse Bay Hotels: King's Restaurant; and Peninsula Hotel.

Principal Malls.

Inward from London by Southern; Outward for Australia by Sydney Star, 1.30 p.m.
Sunrise—4.07 a.m. Sunset—6.37 p.m.
Times—High at 9.42 and 22.45; Low at 5.56 and 16.10.

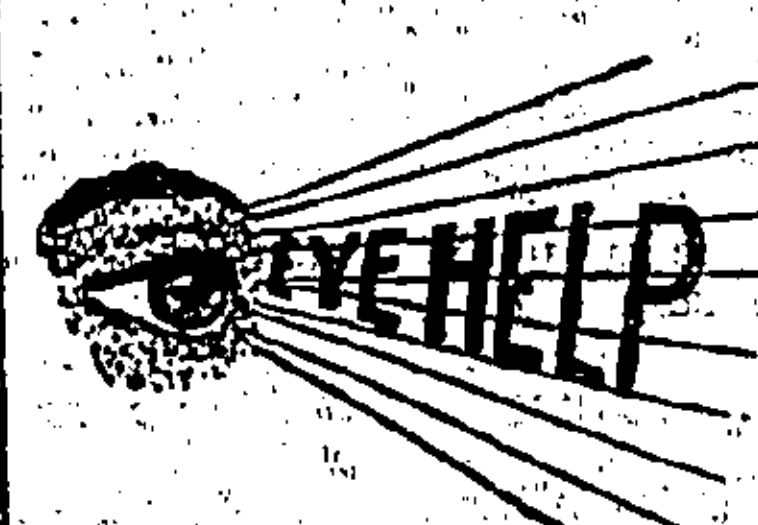
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SPARKS FROM THE PLUGS



THE 1934 MODELS

Death-Knell Of "Crash" Gear Box

What will the cars for the season 1934 be like? What improvements will there be? asks a writer in the "Sporting Life."

It is by no means too early to ask this question. Though the Olympia Motor Show is eight weeks ahead—it opens on October 12.

Nineteen thirty-three, regards motor-cars, is finished. In every big factory production of 1933 models is over.

The experimental tests, carried out in deep secrecy, of the 1934 cars have been completed, and now there only remains the question of production of 1934 to be arranged.

Cars will be no cheaper. We must reconcile ourselves to that fact.

In 1933 the motorists received too great value for his money, and in the case of Britain's two biggest manufacturers there will be a slight increase in price—about £15—in the case of the small and "middle-weight" models.

Not Unanimous

In the past few weeks secret meetings have taken place with a view to obtaining agreement among manufacturers for a general increase in price.

These negotiations have failed, two Coventry firms announcing definitely that they had at present no intention of increasing their prices for 1934.

The most important development, as was the case last year, will be in connection with easy-change and "self-changing" gear-boxes.

Practically every car, with the exception of the very cheapest, will have this device in one form or another.

The fluid-flywheel, pioneered by the Daimler concern on Daimler, Lanchester, and B.S.A., will be added to by similar hydraulic clutches.

Earlier in the year a Morris car was seen fitted with a device of this type.

A number of manufacturers who have fitted the Wilson self-changing gear-box as optional equipment will standardise it, and 1934 will see the demise, to all intents and purposes, of the "crash" gear-box.

Springing has received a great deal of attention in the experimental workshops.

BRITISH CARS OVERSEAS

Handicap Of The Horse-Power Tax?

A correspondent from Perak, F.M.S., writes as follows to a London motoring paper:—As an overseas reader will you kindly allow me to express the opinion that British car manufacturers have little chance of capturing the world markets from America until the horse-power tax is abolished? The present export boom, welcome as it is, has come about as a result of the depreciated value of the pound sterling, an advantage which is fast disappearing. Ninety-nine per cent. of those who have driven cars of high horse-power are unwilling to give up the surge of power which one always feels beneath one in such cars, and their ease of running.

I have owned a Pontiac (originally Oakland Motors, and now General Motors Corporation) for five years, and have nothing but the highest praise for it. It is a source of great amusement to me to see British manufacturers advertising new features which were incorporated by the Americans on my 1928 Pontiac (price approximately £240).

Rated at 25.35 h.p., with a maximum speed of over 70 m.p.h., and a cruising speed of 45 m.p.h., an average petrol consumption of about 23 m.p.g. (adjustable jets by hand screws), and having fuel pump, heat adjustment for summer and winter running, thermostat control, crank case ventilation, and the Tilt-Ray head lamp system with foot-operated dimmer, it is a pity that this make

Wider Springs

Suspension systems have been improved by the fitting of longer and wider springs, though with the existing system it will always be something of a makeshift.

Generally speaking the smaller the car the worse is the springing, and some of the "babies" pitch and toss like a small boat in a rough sea when the road is not of billiard-table smoothness.

The longer the wheelbase of the car the better it holds the road, and really big cars are fairly well sprung.

It is in rubber that we shall see the suspension system of the future—every wheel being independently sprung on a cushion of rubber.

I rode in an experimental car so fitted a short time ago and found it a revelation in comfortable riding.

There are difficulties to be overcome, however, and it is not certain that the system will be seen at Olympia, although the experiments in this direction are being carried out by one of our biggest manufacturers.

Detail improvements will be many—dip-sticks placed in more accessible positions, controls grouped neatly on the steering column.

Improved Bodies

Coachwork has been further improved for 1934, and although there will be no fully streamlined cars, we are reaching the position where the saloon model is faster than the similar chassis fitted with open bodywork.

From what I have seen of the experimental cars, there will be no freaks at Olympia.

Unorthodoxy has never appealed to the motorist and the 1934 cars will accordingly differ very little from their 1933 prototypes.

The 10 h.p. class is still the most popular in Britain, and a number of firms who have never produced anything but high-powered (and high-priced) cars have been attracted to this market.

The day of the really big car is done, and we shall see, in the next few weeks, at least three new "Tens."

Then there is the eagerly-awaited Bentley to be revealed.

A PICK-UP FOR MOTORISTS

Recently I recommended sherry as a suitable pick-me-up for motorists, and I am pleased to learn that several readers endorse my remarks. Mr. J. Dyke, of Bath, writes to tell me that one winter, arriving at an hotel "very cold and fed up," he asked the proprietor for a hot innocuous drink and he suggested Bovril and sherry. Mr. Dyke tried it and it worked, and has since tried it on other occasions, and he sees no reason to believe that it is anything but good. I am passing it on now because I may forget to do so when the winter comes. Make a note in the diary somewhere among the engagements for November—"The Autocar."

FROM "THE AUTOCAR" LONG AGO

M. Jenatzy had the van under admirable control, insinuating the heavy vehicle through the traffic in a way that made the cabmen look green with envy.

June 17, 1899.

of car has never appeared in England. I have done nearly 40,000 miles in it, the greater part of the distance over much worse roads than yours in England, without any trouble or expensive repairs. The six-cylinder engine is very silent, oil consumption is negligible. The engine has never been dismantled apart from decarbonising.

Perak, F.M.S.

BAD VISIBILITY IN MODERN CARS

Safety Sacrificed To Looks

BRITISH ENTRY FOR ALPS TRIALS

There are some very beautiful cars to be seen—and bought—nowadays, either standard products of far-sighted manufacturers who realise what good selling points, good looks and individuality are, or the designs of the specialist body-builders. Large and small, costly and modest, all classes share this new aesthetic uplift. Unfortunately there is an increasing tendency to ignore comfort and even safety in the eagerness for beauty.

We want better visibility. There are far too many cars in which the driver can see too little of the road and the kerb in front and at the side of his car. He, and more particularly she, is made to sit too low, or the scuttle or wheel is too high, or blind spots are caused by broad door pillars or wind screens too shallow or screen wiper motors badly sited.

Comfort or Looks?

Here is a specific instance of how practical comfort is being sacrificed to looks. I cannot mention the make of the car because it was a special and not a standard specimen, but I may add that it had won prizes in more than one concours d'elegance.

Sitting as upright as the driving seat allowed, my shoulders were below the level of the window frames. In the old days we used to like to rest an elbow on the top of the door; here it was troublesome even to extend an arm to signal. A combined doorpost and screen pillar 2½ in. in width made a nasty blind spot just where a pedestrian stepping off a central refuge would be hidden.

The top of the gracefully curved scuttle came up to the level of my mouth, so that half-left I could see nothing on the car beyond the bonnet and nothing on the ground within 10 ft. of the car's near-wheel. I could just see over the rim of the steering wheel straight ahead.

Nor was this all. During the week-end the car developed an air leak in its hydraulic braking system. That meant "bleeding" the brake of each wheel to get rid of the air bubbles, and to get at the rear brakes the rear wheels had to be removed. It was impossible to get the ordinary garage jack under the rear axle; the beautiful, low-swept tail could only be circumvented by lying down on one's back and pushing a small upright jack into position.

I do not for one moment suggest that all these faults are common to many of the modern "sports coupes" and "sports saloons," but it is a fact that many have, at least one or two, and they are all without exception unnecessary, even in the cause of beauty. Even the thick door-post, which has the excuse that it must take the windscreen frame, window frame, and door edge, is proved unnecessary by saloons like the new Armstrong-Siddeley. The rest are pure forgetfulness of everything but the designing board.

DEARER MOTORS SOON

PROBABLE ADVANCE IN OCTOBER

London, Aug. 16. It is practically certain that the prices of most of the best makes of British motor cars will be advanced by about 10 per cent. after the Motor Show to be held at Olympia in October. As the cost of most of the raw materials employed has increased in even greater proportion, one cannot blame the manufacturers, who, on the contrary, are to be praised for their determination not to sacrifice quality to cheapness.

Although the makers are jealously preserving the details of their 1934 productions, it is known

(Continued at foot of next column)

MOTORING HINT A LITTLE PETROL

COMFORT IN DRIVING

Goes A Long Way

In practically all modern cars adjustment is provided for the front seats, so that drivers can ensure a seat position that is at once comfortable and safe, having regard to leg-reach and pedal location. But many motorists fail to make the best use of the adjustment or adjustments provided.

One sees short-legged drivers stretching out their legs to an uncomfortable extent in order to operate the clutch and brake pedals, and tall drivers with their knees "under their chins." An adjustment of the seat position would cause these drivers not only to be more comfortable but also more precise and safe in the control of their cars. Incidentally, incorrect leg-reach—too short as well as too long, but particularly the latter—is not infrequently a contributory cause of difficulty and noise in gear-changing.

Adjustment of Pedals

Many cars have adjustable pedals, though this feature is one that is rarely utilised, and yet it is one that—strange as it may seem—may have marked effect upon steering ease and precision and "arm tiredness" on long runs. The reason is that adjustment of the pedals, in conjunction with adjustment of the driving seat, will often bring the steering wheel to a better position relative to the driver, as well as enabling the leg-reach to be correct.

Adjusting the seat alone to suit the individual driver's leg-reach may bring him too close to or take him too far away from the steering wheel and give rise to unduly bent elbows or outstretched arms, both of which are tiring on a long run and not conducive to steering precision.

Where both pedal and seat adjustments are available, the seat should be set first to suit the arm-reach and the pedals then lengthened or shortened according to the leg-reach of the driver. Nevertheless, correct leg-reach is the more important if both this and arm-reach cannot be arranged precisely as required. If no pedal adjustment is available and is clearly desirable by a short-legged driver, a similar effect can sometimes be secured by having shaped wooden blocks of the required thickness bolted to the clutch and brake pedals, and the accelerator as well, if need be.

Adjustment of the steering column angle is provided on some cars, but as a rule it is to be viewed as a facility for the body-builder rather than the car owner.

Angle of Seat Cushion

A makeshift substitute for an adjustment found on only very few cars—viz., provision for varying the cushion angle of the driver's seat, is a piece of square-section wood of suitable length to be fitted under the front edge of the cushion. This is very useful at times, especially on long runs, when the additional tilt of the cushion may prevent leg-tiredness and cramp. It is an expedient worth testing, too, when in no other way can a long-legged driver feel comfortable.

On some cars motorists of appreciably less than average arm and leg reach are compelled to drive with a loose-cushion behind them in order to reach the pedals or steering wheel, or both, with any degree of comfort or safety in control. Such cushions should not, however, be wedge-shaped, as is often the case, for it is undesirable to alter the effective angle of the back upholstery, all that is wanted is to bring the support for the driver's back farther forward at the same angle. A cushion of uniform thickness is wanted; sufficient.

(Continued on next column)

that many improvements in general design will be seen in most of the medium priced cars. For example, easier gear changing will be the rule, petrol tanks will be generally in the rear, instead of in front of the dash board; and four wheel jacking systems will be fitted in very many models.

Finally, it is anticipated that, in many makes, engines of alternative horse power will be available for the same chassis—the more powerful engine, perhaps with only a matter of two horse power difference, being for the benefit of the owner who prefers a little more speed and power, and does not mind the slight extra taxation and running costs.

CARS SEEN IN HYDE PARK

"Census" Over Six Months

During the past few months I have taken a series of six censuses of cars seen and the results of them all, added together, are rather interesting.

Altogether I saw a hundred and

ten different makes, but as the more popular makes are the ones of exceptional interest I am omitting all but the first twenty or so. All the observations were taken in different parts of Hyde Park.

1st, Austin (1,133); 2nd, Morris (921); 3rd, Rolls-Royce (322); 4th, Wolseley (272); 5th, Standard (243); 6th, Humber (240); 7th, Daimler (231); 8th, Armstrong Siddeley (200); 9th, Chrysler (163); 10th, Hillman (157); 11th, Rover (155); 12th, Ford (149); 13th, Riley (129); 14th, Buick (124); 15th, Vauxhall (122); 16th, Sunbeam (119); 17th, Singer (108); 18th, Essex (87); 19th, Lanchester (81); 20th, M.G. (68); 21st, Packard (58).

M. M. Hitchin.

London, W.11.

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CONGRATULATIONS FROM BRITAIN

(Special Air-Mail Service)

Paris, Aug. 15. The French Air Ministry announces that its prize of £12,000 for the first French airman to win the long-distance record will be paid to MM. Codos and Rossi, who flew non-stop from New York to Syria. It is explained that their flight fulfilled all the conditions attaching to the prize.

News received here from Syria shows that both airmen were busy to-day opening telegrams of congratulation, both official and unofficial.

It is understood that they will fly back to Le Bourget, where a gigantic welcome awaits them. The Marquis of Londonderry (British Secretary of State for Air) has telegraphed to the French Air Minister his cordial congratulations to "your brave and skilful compatriots."

The exact number of miles by which MM. Codos and Rossi beat the record has not been officially determined. Both airmen are reported to be fit and well.

M. Berliot, who built their plane, says a new plane has been constructed which should be even more powerful and fly a greater distance than the one piloted by MM. Codos and Rossi. It will be tested out in the next few days.

CAN BRITAIN REGAIN RECORD?

Can Great Britain beat the new long-distance record of 5,500 miles set up by the French airmen?

A very important factor is the wind. Regard for this accounts for the decision of the French pilots to start from America.

By so doing they had a very good chance of a favourable wind not only across the Atlantic, but for a great distance beyond. For the same reason, Mr. and Mrs. Mollison had intended to start from the western side of the Atlantic.

The wind was, in fact, favourable for MM. Codos and Rossi across the Atlantic, although they met with gales which kept the sea from their view, and caused them to fly "blind."

The R.A.F. long-distance Fairey monoplane, which set up the record just beaten, was on balance very little, if at all, favoured by the wind in the flight from Cranwell to Walvis Bay. The record was only a secondary consideration in that flight, the object of which was, it is true, to get as great a distance as possible, but to land in British territory.

It would have been quite possible to have sent the aeroplane to America, and by flying east to have at any rate rivalled the record just made by Rossi and Codos.

It would be possible by using a more advanced engine now available and by very minor modifications to the machine to fly from Cranwell to Cape Town, a distance of 6,118 miles. This could be done even in conditions no better than those in which Sqdn-Ldr Gayford and Flt-Lt Nicholls made their great flight.

JAPAN-U.S. FRIENDSHIP

Prince Tokugawa's Praise Of Roosevelt Programme

Washington, Aug. 24.—The friendship of Japan for the United States has "been entrusted to our heart and soul" and Prince Iyesato Tokugawa, for thirty years President of the Japanese House of Peers in an address broadcast from San Francisco in praise of the Roosevelt national recovery programme when he landed in this country to-day.

He said: "We Japanese are looking forward with keen interest to the success of the stupendous efforts you are making. The success of your undertaking will, I am sure, lead to the economic recovery of the whole world which has been suffering for so long from the ills of depression. The Japanese, for one cannot stand indifferent to your efforts for the common prosperity because national independence is outmoded in modern national life."

He added that mutual understanding is necessary for the "friendly co-operation of nations. An encouraging factor is that the United States and Japan are bound by solid and growing commercial relations. Japan is the largest buyer of American goods in the Orient and the United States is the best customer of Japan. Even in China there is little conflict of commercial interests. Their trade is not competitive but complementary as most goods which America exports to China Japan does not produce."

(Continued at foot of next column)

MR. BALDWIN TO FAST

Satire On Indian Events

London, August. Arising out of some considerable correspondence, we understand that Mr. Baldwin has announced that he refuses to eat bacon and eggs until Mr. Maxton's hair, Mr. Baldwin asserts, gets on his nerves, and he insists that failure on Mr. Maxton's part to rectify the position will enforce him to carry out his threat irrespective of the effect on his health.

Mr. Maxton considers the request an infringement of the rights of the proletariat, which will not be coerced.

The Position is at a dead-lock. Mr. Baldwin's Fast.

London, Aug. Mr. Baldwin has taken up his residence on the steps of St. Stephens and refuses to eat either bacon and/or eggs. Lord Dawson is in attendance.

The Speaker has informed Mr. Baldwin that he cannot permit him to carry out his fast, or sleep within the precincts of the House. Mr. Baldwin has replied that having been a member for twenty-five years, he was merely pursuing normal procedure.

Lord Rothermere to Intervene.

London, Aug. Crowds are thronging Parliament Square, and traffic blocks are occurring on Westminster Bridge. The Southern Railway are running an excursion to London to enable people to see Mr. Baldwin at his fast.

Lord Irwin has telegraphed to Lord Rothermere, asking him to intervene.

Mr. Gandhi To Give Advice.

London, Aug. Lord Willingdon has telegraphed to Mr. Gandhi, asking him to proceed to London to give Mr. Baldwin expert advice. Mr. Gandhi has agreed, but as he has booked his passage by P. and O. it is feared that he may not arrive in time.

Prime Minister's Proposal.

London, Aug. Interviewed by our correspondent Mr. MacDonald said that he proposed to call a conference at Przemysl, early in 1934, to deal with the matter. A preliminary conference will probably be held at The Hague to explore the ground and to decide the correct pronunciation of the name Przemysl.

Mr. Baldwin Weaker.

London, Aug. Lord Dawson has issued a bulletin to state that Mr. Baldwin is weaker.

Mr. MacGovern to Fly.

London, Aug. Mr. MacGovern has informed Reuter that he intends to fly to London as he believes that there is the making of a riot in the present situation, and he desires to bring this into effect if possible.

Deputation To Mr. Maxton.

London, Aug. The Incorporated Society of Hairdressers' Deputation waited on Mr. Maxton, and assured him, in view of the national crisis, that they were prepared to carry out the operation without either fee or honorarium. Mr. Maxton while thanking them was obdurate.

To-day's Bulletin.

London, Aug. Mr. Baldwin passed as good a night as can be expected, considering the hardness of the steps on which he is sitting. His pulse is weaker, and he would appear to suffer some discomfort in the neighborhood of the Sacrum.

(Sgd.) Dawson of Penn.

Compromise Effected.

London, Aug. A compromise has been effected and Mr. Maxton has agreed to be shingled. Mr. Baldwin symbolically broke his fast at 174 minutes past nine (B.E.T.) when the Chairman of the Pork Butchers' Federation handed him a poached egg. General satisfaction is felt at the compromise, and telegrams of congratulation are pouring in from all quarters.

Press Comments.

London, Aug. The Times says it is a triumph for negotiation, but "deprecates Government by Fast" as a factor in current politics.

The Daily Herald deprecates the Tory tendency towards influencing the livestock and poultry vote, but congratulates Mr. Maxton on his moderation.—D.C.W. in Times of Ceylon.

commercial interests. Their trade is not competitive but complementary as most goods which America exports to China Japan does not produce."

(Continued at foot of next column)

DESPERATE KIDNAPPERS

Break-up of Organisation in Tientsin

ABDUCTORS OF TWO EWO COMPRADORES

Further amazing developments regarding the arrest of a gang of twelve Chinese, who were taken on July 24 by Shanghai French Police at Tientsin, are alleged to have occurred and the examination is now nearing an end. The task of the examiners has been difficult, due to the fact that, as usual, the families of the victims of the kidnapers dislike giving the police any assistance in apprehending the criminals. Some, however, have come forward to give evidence against these men, and details regarding those who are believed to be the six principal members of the gang are now to hand. The men concerned are Liou Y. Ming, Zang Tang, Tsou Dang Seng, On Chao Ding, Keng Hui Dang, and Li Yu Sai.

According to the police, the following details are said to have come to light:—

"Liou Y. Ming, aged 34 years, was formerly an officer under Gen. Tsou Gneu Fo, with the rank of Adjutant-Major. He is said to have commenced his criminal career at Tientsin. On October 31, 1929, with the help of ten other men, he kidnapped Mr. Chen, compradore of Messrs. Jardine, Matheson & Co. in Tientsin. The unfortunate man was kidnapped at 6 a.m. while on his morning walk, and was thrown into a cellar of a house specially rented for the purpose."

"Mr. Chen never returned. Liou alleges that he committed suicide three days after his capture by hitting his head against the cement floor of his prison. The police believe, on the other hand, that he died of starvation, if he was not killed. In any case, his death did not hinder Liou and his accomplices from dealing with his family, who first paid a ransom of \$100,000. A few months later, when the family were informed of his death, they paid a further sum of \$30,000 to have the body returned."

"In January, 1931, Liou and his gang are believed to have kidnapped Liang Wei Wo, also in Tientsin. Liang was another compradore of Messrs. Jardine, Matheson & Co. He, too, never returned. The net of the Tientsin Police, gradually closing around them, is believed to have caused them to strangle the poor man, as they were unable to remove him to a safe place."

Liou and a number of his men were arrested, but were released for lack of evidence. They thus had no time to barter for a ransom for their victim, it is thought.

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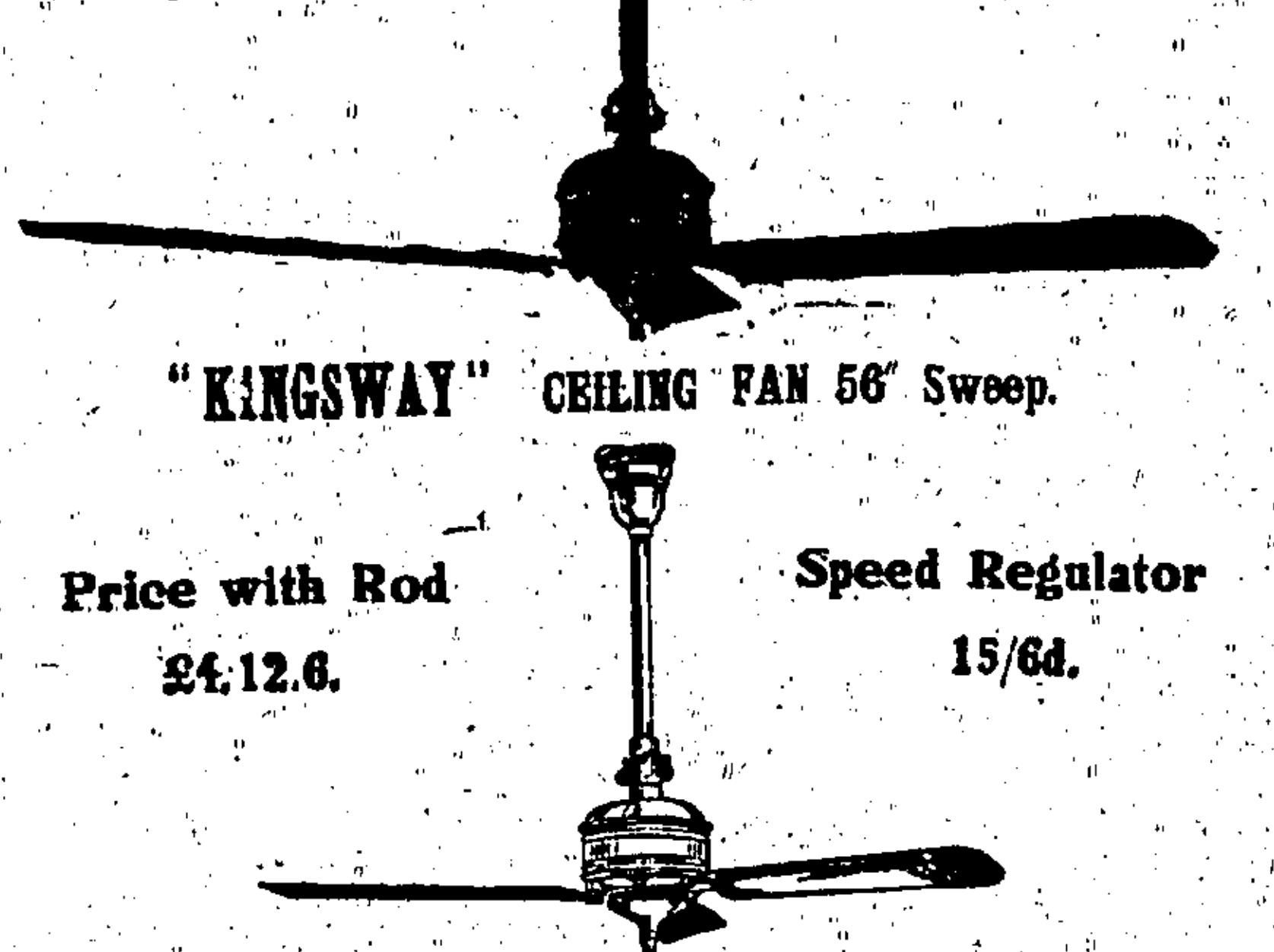
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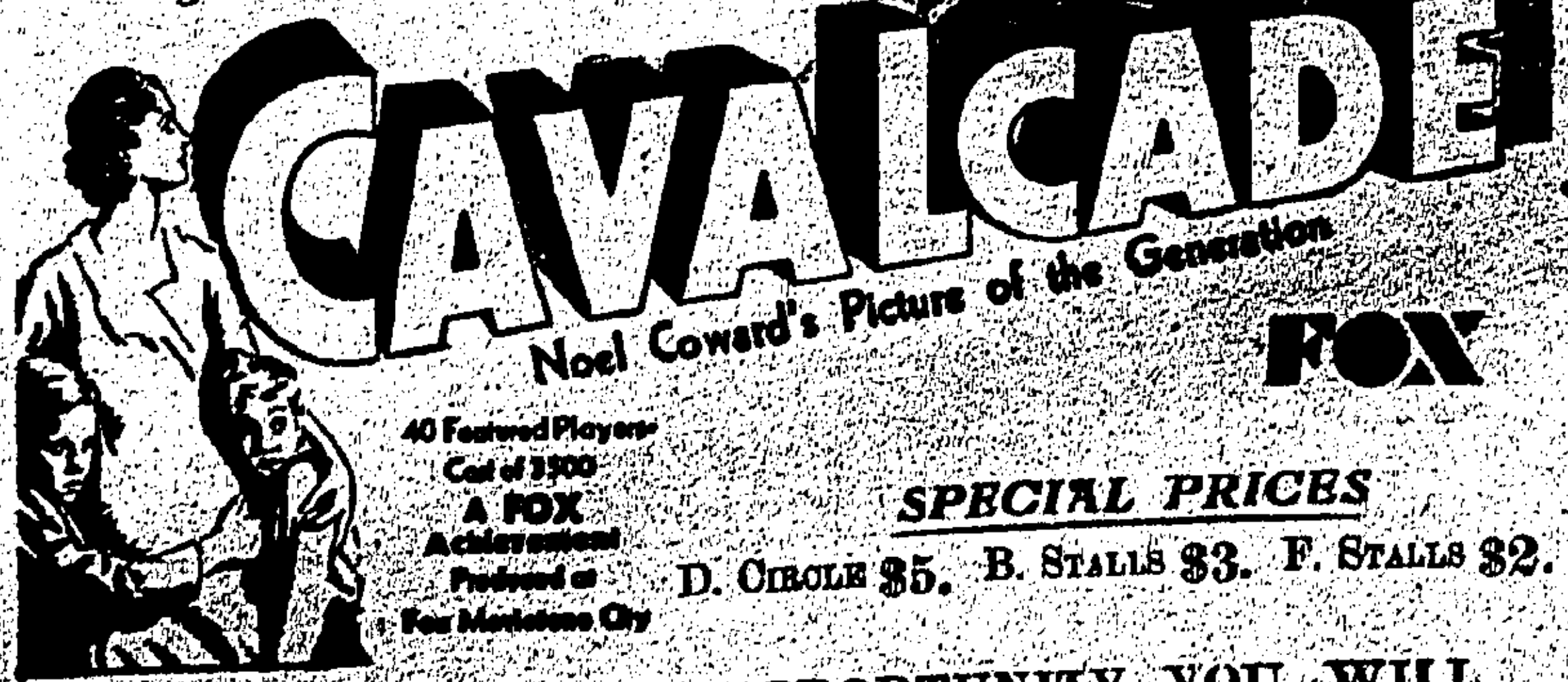
GALA NIGHT

WEDNESDAY, SEPTEMBER 13th at 9.30 P.M.

"I BELIEVE IN THE FUTURE, TIME CHANGES MANY THINGS, BUT IT CANNOT CHANGE OLD FRIENDS."

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Three seething decades of relentless change sweep before your eyes...plaguing nations, threatening empires, smashing civilization...a Cavalcade of mobs and monarchs...the march of time measured by the beat of a human heart...a mother heart...triumphant in its courage and steadfast faith.



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Hong Kong, 24th August, 1933.

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H.K. WIRELESS PROGRAMME

Broadcast By Z.B.W.
On 355 Metres

11-11.30 a.m.—Stock and Exchange
quotations, weather report,
etc.
11.30 a.m.—Chinese recorded pro-
gramme.
12.30 p.m.—European programme
of Victor and H.M.V. records.
1 p.m.—Local Time and Weather
Report.
1.30 p.m.—A relay of the Rotary
Club tiffin speech from the
Gloucester Restaurant.
2 p.m. (approx.)—Close down.
Selections from the Studio by "Ted
Castro and his Boy Friends."
Relay of the S.W.B. Band.
4-5 p.m.—Chinese recorded pro-
gramme.
5-5.30 p.m.—A relay of the Band of
the 1st Batta. South Wales
Borderers, conducted by Band-
master J. L. Gecks, from the
Military Hospital, Bowen Road,
by kind permission of the
Officer Commanding. (During
the intervals recorded music
will be broadcast from the
Studio.)
6-7 p.m.—Chinese recorded pro-
gramme.
7-10.30 p.m.—European programme
7 p.m.—Closing local stock quo-
tations, etc.
7.30-7.28 p.m.—Fantasia on Melodies
of Johann Strauss (Weber).
Marek Weber and His Orches-
tra.—C2189/2198, C2245.
7.28-8.30 p.m.—Variety.
8 p.m.—Local time and weather re-
port.
Orchestra—That's What Life is
Made Of.
Orchestra—Spanish Eyes—Ray
Noble and His Orchestra.—
B361.
Song—Mrs. Bartholomew—Cicely
Courtneidge.
Vocal Duet—Why Has a Cow
Got Four Legs?—Cicely Court-
neidge and Jack Hulbert.—
B4475.
Orchestra—A Couple of Fools, in
Love.
Orchestra—I Only Want One
Girl—Ray Noble and His Or-
chestra.—B3358.
Song—Leave a Little For Me.
Song—Yes, Mr. Brown—Jack
Buchanan (Comedian).—4398.
Orchestra—Seven years With
the Wrong Woman.
Orchestra—All Over Italy—Ray
Noble and His Orchestra.—
B3634.
Instrumental—Whistling Rufus.
Instrumental—A Swanee Sing
Song—Halls Grimshaw's Banjo
Quartet.—B3377.
Orchestra—Two Back Tim from
Timbuctoo.
Orchestra—You're Mine, You—
Ray Noble and His Orchestra.—
B3370.
Song—Song of Songs.
Song—Trees—Derek Oldham
(Tenor).—B4091.
Orchestra—Three Wishes.
Orchestra—Let Me Give My
Happiness to You—Ray Noble
and His Orchestra.—B3332.
8.30-9 p.m.—Band and Orchestra Selections.
"My Dream (Waldteufel).
Siren Magic (Waldteufel).—Marek
Weber and His Orchestra.—
B3527.
Pagoda of Flowers (Woodforde-
Finden)—Band of H.M. Cold-
stream Guards.—C1972.
Amoureuse (Berger).
Jolly Fellows (Volstedt)—Inter-
national Novelty Orchestra.—
C1802.
High School Cadets (Sousa).
Under the Double Eagle (Wag-
ner)—Sousa's Band.—19871.
9-9.30 p.m.—From the Studio.
Selections by Ted Castro and His
Boy Friends.
9.30-10.10 p.m.—Operatic.
Song—Sonnambula—Ah, Sorrow
Recall Rot (Bellini).
Song—La Traviata—Till Fulfill the
Round of Pleasure (Verdi)—A.
M. Guglielmetti (Soprano).—
D1646.
Orchestra—Frederica—Selection
(Lehar)—London Theatre Or-
chestra.—DX132.
Vocal Duet—Bohème—Nel Ciell
Digi (Puccini).
Vocal Duet—Bohème—O Mimì
Tu Più Non Torni (Puccini).
Dino Bergelli and Gino Vanelli
—D1634.
Orchestra—Carmen—Extractions
Act 3 (Bizet).
Orchestra—Carmen—Ballet
Music Act 4 (Bizet)—Sir Henry
J. Wood and the New Queen's
Hall Orchestra.—7159-M.
Chorus—La Bohème—How Deep
the Thought Is (Puccini).
Chorus—La Bohème—This Red
Sea Passage (Puccini)—Luigi
Marini, Gino Vanelli, Tancredi
Pasero and Aristide Baracchi.
—9848.
10.10-10.30 p.m.—(Continued on next column)

EXHIBITION OF SILK

Splendid Display at
Canton
(BY A VISITOR.)

I am one of approximately a
hundred thousand people who have
visited the Silk Exhibition which
housed in the Y.M.C.A. at Canton,
is now drawing to a close, and I
am in concord with great number
of visitors who adjudged it to be one
of the finest exhibitions ever seen
in China.
Seri-culture, or as it is more
commonly known, silk manufac-
ture, is presented at this exhibition
as a practically complete picture,
from the appearance of the seri-
caria or silk worms on their recog-
nised mulberry leaves, to the
splendid finished articles of silk
embroideries, dress fabrics, and
hostery. I state practically a com-
plete picture advisedly; there is
one notable omission in the dis-
play of progressive silk making
and that is the weaving process.
The omission is unfortunately not
explained, but nevertheless we can
feel assured that it is not an omis-
sion caused through carelessness.
Those responsible for arranging
the exhibition can never be accus-
ed of a breach in this respect.

Silk Worms and Cocoons.

On entering the building I was
directed between many rows of
potted mulberry plants to a sec-
tion displaying about two hundred
specimens of cocoons and nearly
as many varieties of silkworm all
differently coloured, the latter all
apparently busy partaking of their
staple food the mulberry leave.
In a corner of this room is also
shown the different diseases, of
which pebrine is the most common,
which ravage the silk worm, and
microscopic examination for peb-
rine is performed before the eyes
of the visitors. From this stage
we go on to a display of cocoons
in shades varying from pure white
to golden or, butterfly yellow, these
cocoons being the actual and
original silk as made by the worm.

Testing of Silk

The testing of silk for evenness
and neatness is also shown and
this is demonstrated by a machine
which winds a hundred threads of
pure silk per inch on an observa-
tion board. Displayed as well are
three different types of machine
feel the thread from the cocoon
ready for the making of fabrics,
a fine show of which occupies a
yet larger room. Perhaps this
room is the most interesting of all
used in exhibition for a more
splendid array of embroideries and
other silk articles could not have
been assembled together. An inter-
esting note regarding the making
of these embroideries is that the
visitor is permitted to view a num-
ber of girls actually engaged in
stitching and working intricate
patterns. This part of the ex-
hibition has attracted the visitor
particularly; to see industry, no
matter how commonplace and
well-known, actually being per-
formed by workers is always fas-
cinating. The initial stages of
silk manufacture have also proved
intriguing to the spectator and
worms have come in for a great
deal of attention. The exhibition
has been open every day for about
two weeks, to-day, Saturday, Sep-
tember 2nd, being arranged for the
closing. I can only repeat that
it has been an exhibition definitely
worth doing; this has been
proved by the hundreds of people
who have paid as many as three
visits. Those responsible for the
arranging of the affair are to be
congratulated on providing an ex-
hibition of sound educational value
for the public of Canton.

Instrumental

Cello Solo—Song without Words,
in D (Mendelssohn).
Cello Solo—(a) Songs My
Mother Taught Me (Dvorak);
(b) Flight of the Humble Bee
(Rimsky-Korsakov) Pablo
Casals.—7193.
Piano Solo—Hungarian
Rhapsody (No. 12 in C Sharp
Minor) (Liszt) Irene Scharrer.
—9920.
Guitar Solo—Prelude and Alle-
mande (Bach)—Andres Seg-
ovia.—7176.
10.30 p.m.—To-day's Opening 10
a.m. Stock and Commodity
Quotations as received from
New York by Messrs. Swan,
Culbertson and Fritz.
10.35 p.m.—Close down.
All records in the above Euro-
pean programmes are supplied by
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BROADCAST.
7.45-8.0—News Bulletin.
11.0 a.m.—1.0 p.m.—Transmission on
an omni-directional aerial. 11.0
a.m.—Cinema—Organ—Recital.
11.45 a.m.—Orchestra Concert.
12.30-1.0 p.m.—Studio Orchestra
Concert.

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PRELIMINARY NOTICE

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TERMS:—As CUSTOMARY.

LAMMERT BROS. AUCTIONEERS.

PUBLIC AUCTION.

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PUBLIC AUCTION
ON
THURSDAY, SEPT. 7, 1933:
At 10.30 A.M.
At No. 29, HUMPHREYS
BUILDING, KOWLOON.
A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE
ON VIEW FROM WEDNESDAY,
THE 6TH SEPT. 1933.
TERMS:—CASH ON DELIVERY.

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At 2.30, 5.15, 7.15 & 9.30 P.M.

A GREAT BRITISH CAST IN A CHARMING MUSICAL ROMANCE



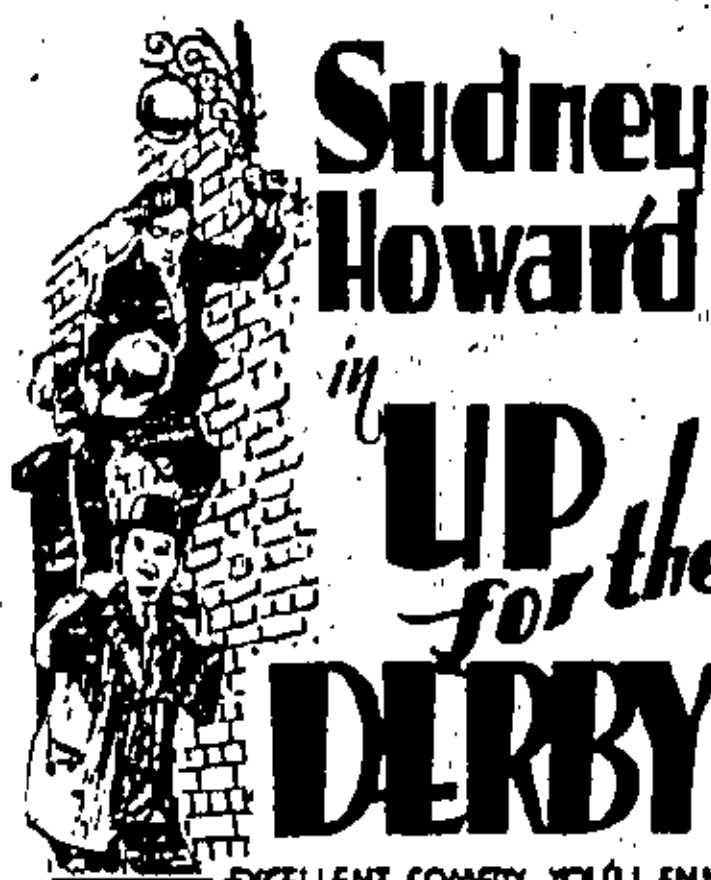
Lilian Harvey
HAPPY EVER AFTER

with **JACK HULBERT**
SONNIE HALE AND
CICELY COURTNEIDGE.

A GAUMONT-BRITISH PICTURE.

TO-MORROW

A SNAPPY BRITISH FILM WITH LAUGHS FOLLOWING ONE AFTER ANOTHER



Sydney Howard
UP for the DERBY

A BRITISH & DOMINIONS PRODUCTION

BELITTLING NEW GERMANY

Lord Noel-Buxton's Warning

London, Aug. 28.

Lord Noel-Buxton, British ex-Minister of Agriculture, to-day published a letter in the "Spectator," warning his countrymen against the tendency to belittle new Germany and fall into the error of acquiring the habit of seeing Germany in a bad light "When one comes into direct contact as I did," Lord Buxton continues, "with young Germany as, for instance, represented by the students of Koenigsberg University, one is constrained to admit how false and untrue the ideas and judgments are which are formed about Germany. Moreover, it is quite wrong to decline to make any treaty with Germany, seeing that it is of prime necessity to arrive at an agreement on the subject of disarmament. Otherwise Germany could take up the standpoint that the Allied Powers had not kept their word so that Germany was entitled to proceed with her own armament.

It will be remembered that Lord Noel-Buxton expressed himself in a similar way in a letter published some time ago in "The Times."

TO-DAY AT THE CINEMA

HONG KONG

King's.

"Best of Enemies."

Queen's.

"Made on Broadway."

Central.

"Happy Ever After."

Oriental.

"State Fair."

World.

"Girl in the Moon."

KOWLOON

Star.

"Words and Music."

Majestic.

"Wicked."

COMING

King's.

"Dangerously Yours."

Queen's.

"Billion Dollar Scandal."

"Peg O' My Heart."

Central.

"Up for the Derby."

Star.

"Divorce in the Family."

World.

"Under the roof of Paris."

"Blonde of Folies"

Oriental.

"Congozilla."

"STATE FAIR"

At The Oriental Theatre

More than 100,000 people, among them eight of the screen's leading stars, appear in Fox Film's "State Fair," which will be on for the last time at the Oriental Theatre to-day. The stars of the mammoth production are Janet Gaynor, Will Rogers, Lew Ayres, Sally Eilers, Norman Foster, Louise Dresser, Frank Craven and Victor Jory. Miss Gaynor, Rogers, Fosters and Miss Dresser are seen as members of a Midwest farm family, enjoying their annual outing at the state fair. Ayres plays a newspaper reporter who covers the fair for his paper, Miss Eilers portrays a carnival trapeze performer, Craven characterizes a country store-keeper and Jory appears as a baker.

The characters of "State Fair" are the human I've ever seen in a picture," declared King. And that goes without reservations.

Furthermore, there is at least one in the group that every person will understand particularly well. It may be the pretty farm girl played by Janet Gaynor, the farmer portrayed by Will Rogers or the carnival girl that Sally Eilers characterizes. Or perhaps it will be the newspaper reporter Lew Ayres plays, the matron play by Louise Dresser, or the country store-keeper portrayed by Frank Craven. Somewhere along the line, every person who sees the picture will recognize an especially kindred spirit.

"MUSIC IN THE AIR"

Coward Goes Again

Noel Coward has paid another visit to "Music in the Air" at His Majesty's. The show reached its 100th performance on Monday, August 14th.

Once A Dresser.

Phyllis Morris, who plays the prima donna's dresser in "Music in the Air" and provides one of the most amusing bits of byplay in the show says that this is the third play running in which she has to scramble about on hands and knees.

Everyone knows how clever she is at these impersonations of charlatans, domestic and dressers, o.g. Mrs. Munsey in "Service." In "Music in the Air," she completely disappears in one scene under the voluminous skirts worn by Mary Ellis.

The prima donna goes on with her reconciliation scene with Bruno, the playwright, (Mr. Arthur Margateon), regardless of her dresser's efforts to get her to put on her stockings and dress. This is a delicious scene.

Miss Morris who was educated at Cheltenham Ladies' College, and was formerly a journalist and writer of children's books, is author of that brilliant play "The Rescue Party" and two other pieces, "Made in Heaven" and "Tinker, Tailor."

LAST TWO-DAYS AT 2.30, 5.10, 7.15 & 9.30 P.M.

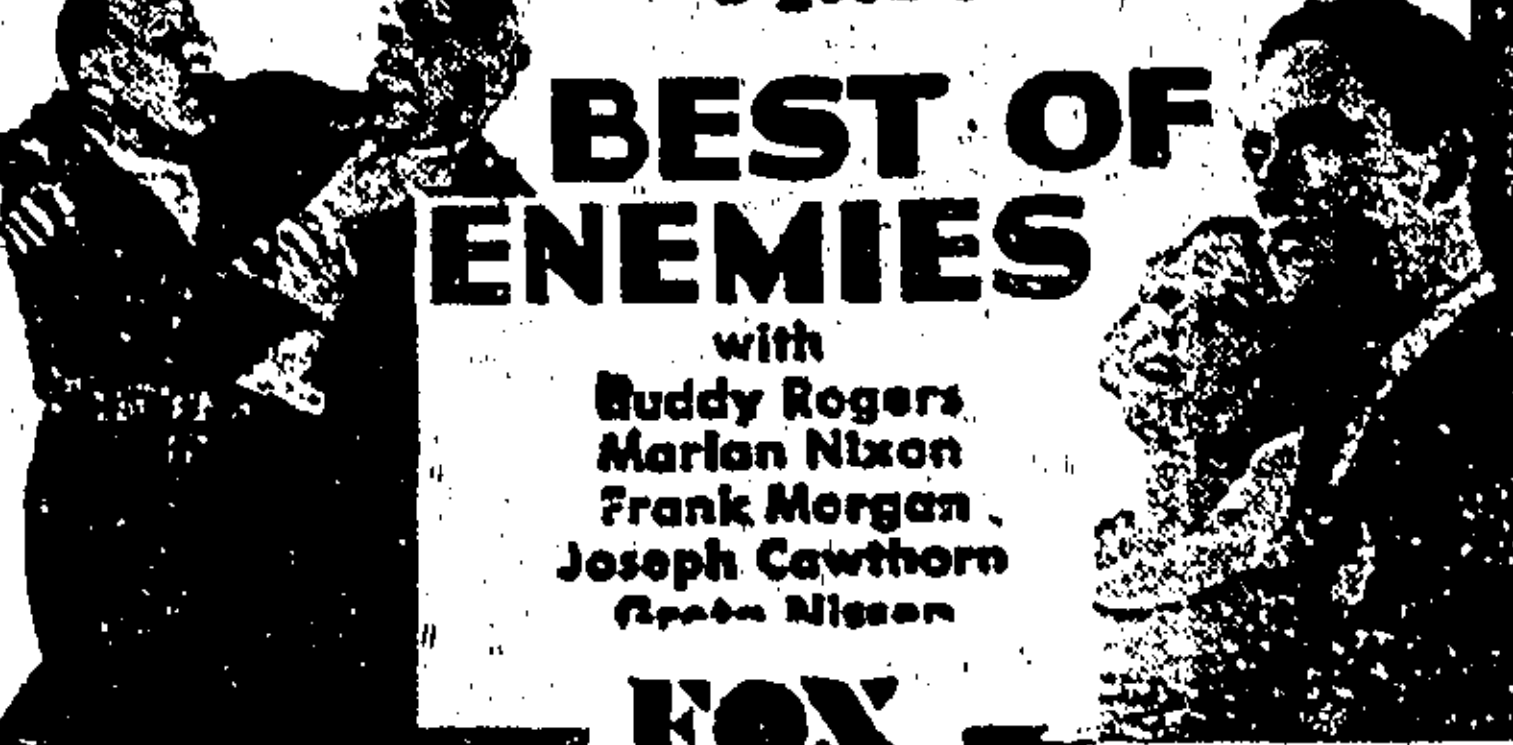
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AIR-CONDITIONED THEATRE

BOOKING AT THE THEATRE TEL. 25313 & 25332.

A DOUBLE ATTRACTION! ON THE SCREEN

Their romance had a kick in it, — a good swift kick!



BEST OF ENEMIES

with **Buddy Rogers, Marian Nixon, Frank Morgan, Joseph Cawthorn, Ripon Nissen**

FOX

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At 5.10, 7.15 and 9.30 P.M. Only

THE SENSATIONAL

MACKEY TWINS

NOVELTY TAP DANCES

ASSISTED BY

FREDDY McWILLIAMS

NOTED COLOURED

MASTER OF CEREMONIES

AND WISE CRACKER

MUSIC BY THE

PENINSULA HOTEL ORCHESTRA.

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A linen Handkerchief

Who would forego the coolness and smoothness and freshness of a linen handkerchief for the sake of a few cents.

We have a pure Irish linen handkerchief in a good size (18 inches square) which sells at \$1.25 each, six for \$6.75. Other qualities up to \$3.50 each. All our handkerchiefs are soft laundered so as to be usable at once, and we are always pleased to mark them with your initials or full name—no charge... just a part of our service.

Cotton Handkerchiefs from \$7.50 per dozen.

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Limbs that are graceful and slender become more fascinating still when faultlessly clad in hosiery as chic and distinctive as Holeproof. For formal wear and for evening Holeproof Hosiery gives lasting service as well as added charm. In new and delightful colour shades.

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To install that new O.A.C.

"Fire Resisting Safe" new stocks just received fitted with either Lever Key, or Combination Locks.

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ECHOES OF 1858

61.—Fire Fighters of Seventy Five Years Ago

DECEMBER 7, 1858.

The fire on Sunday originated in Hinnam's shop, two doors west of Webster's bazaar, and was caused either by sparks setting fire to the ceiling, or by a man having left his opium pipe burning. Hinnam's shop had lately been opened and contained a valuable stock of goods estimated at \$2,000. Many of these were of an inflammable nature, and within fifteen minutes after the first alarm, the premises were hopelessly in flames. The Police and other fire engines soon appeared on the ground, and so long as the water lasted they did essential service in preventing the fire from spreading Westward, but the Union Chapel tank failed, and the pipes of St. Paul's College tank becoming choked, the engines would have been useless but for the water supplied by the sailors, who had been sent under proper officers from H.M. Ships. The hose of one of the police engines burst, and the other engines had not suction hose long enough to be of any service. The temporary check which the engines had given to the progress of the fire had been most beneficial—the verandahs of the adjoining houses were knocked down and all exposed woodwork removed. These wise measures leaving the flames nothing to feed upon, entirely stopped the progress of the fire Westward, but Eastwards the efforts were not so successful. The house adjoining Hinnam's of course was soon enveloped in flames, and being situated on the corner, was only separated from Messrs. Schaeffer and Co's house by the narrow alley which leads to Webster's Bazaar. As far as the front upon Queen's Road was concerned the flames were prevented from spreading, but as both the China shops on fire and Messrs. Schaeffer and Co's house stood on the narrow alley above described, no footing could be obtained there and consequently Messrs. Schaeffer's house fell a prey to the flames. The Oriental Bank stood within four or five feet from Messrs. Schaeffer and

was in the most imminent jeopardy. The Treasure and even the furniture were moved, and its fate appeared sealed for some time, but the exertion of the men-of-war's men and the admirable devices planned by their officers, eventually in complete success and the valuable establishment was saved. Towards the bay, the fire was checked by the exertions of the sailors also, who of course had abundance of water there.

Looking at the ruins of the fire, it seems incredible how it could have been stopped under the circumstances. The houses destroyed appears to have been and really were, a small portion of a dense mass of buildings of a most flammable and combustible description. Nothing but the pulling down of the surrounding houses and therefore by circumscribing the limits of the fire, could possibly have effected this successful achievement. The heat was so great that the houses on the opposite side of Queen's Road, which our readers are aware is 50 feet wide, caught fire several times. The doors and windows of many of them are charred and blistered. What it must have been at the Oriental Bank, which is not more than five feet from the ruins, may be readily conceived.

Had this fire been allowed to have its own way, as the previous disasters of a similar nature in this Colony have had, the consequences would have been most fearful, to say nothing of the immense amount of private property which would have been burnt, the trade and permanent prosperity of this Colony would have suffered materially. There is some talk of a floating engine again. This would be a complete shirking of the duty of the legislature. A half measure, of a trimming character, highly characteristic of the Hong Kong Government. Let them construct proper water works, the force of the water led down the hill in pipes, would dispense with the necessity of engines, and it could, if pipes were so laid, be applied ad libitum on the instant of the alarm of fire being given.

END OF THE E.M.B.

Agreement With
Dominions

CERTAIN SERVICES TO
CONTINUE

(Special Air-Mail Service)

LONDON, Aug. 16.
The announcement in *The Times* of August 11 that the Government had decided to discontinue the Empire Marketing Board after September 30 was officially confirmed last night, when the following statement was issued by the Dominions Office:—

The report of the recent Imperial Committee on Economic Consultation and Cooperation, 1933 (Cmd. 4335) was considered at a meeting between representatives of the Governments of the United Kingdom, Canada, the Commonwealth of Australia, New Zealand, the Union of South Africa, the Irish Free State, and India, at the end of July. It was intimated that the Governments represented at the meeting accepted generally the recommendations in the Committee's Report. Accordingly action is being taken to carry those recommendations into effect.

It follows from the acceptance of the recommendations in the Committee's Report that the Empire Marketing Board, as such, will be discontinued after September 30, 1933.

Certain of the economic and statistical services at present carried on by the Board—namely, (1) periodical market intelligence notes, and (2) world surveys of production and trade—will, however, be continued and will be financed on a cooperative basis as part of the work of the Imperial Economic Committee.

It is also contemplated that the Executive Council of the Imperial Agricultural Bureau should be invited to consider forthwith what research activities should, in its opinion, be conducted in future on a cooperative basis.

The Secretary of State for Dominion Affairs, in making the above announcement, wishes to ex-

press his thanks, as chairman of the Empire Marketing Board, to all those who, whether as representatives of the United Kingdom, the Dominions, India, or the Colonies, have served on the Board or its Committees, or in other ways have given their voluntary, expert, and successful service to its work in the past seven years.

Colonial Interest

The discontinuance of the Board will be a great disappointment to those members of the House of Commons who have been pressing that the Board should be continued as a body under charter on the same lines as the Imperial War Graves Commission, and the subject will certainly be raised again when the House reassembles in November. Mr. Thomas made it clear in his statement before the recess that he would be ready at any time to cooperate with the Dominions if it was found possible to develop the Board again, but the Government are convinced that nothing more can be done at the present juncture.

The matter was fully discussed with the representatives of the Dominions who attended the World Conference, and the papers on the subject were in their possession some weeks before the meeting at the end of last month at which the recommendations of the Imperial Committee on Economic Consultation and Cooperation were accepted generally.

The official announcement shows that the periodical market intelligence notes and trade surveys of production and trade are to be continued as part of the work of the Imperial Economic Committee, but this does not inevitably mean that all the other activities of the Board will disappear. The various Government offices affected are about to examine the other work performed by the Board to see whether a good case can be made out for asking for help from the Treasury to transfer any of this work to the appropriate Department. The Colonial Office in particular will consider whether it is possible to take over any of the excellent work which is being performed by the Board for the Colonial Empire.

TANG YU LIN

Said To Have Joined
Manchukuo

Changchun, Aug. 29.—The assertion that Tang Yu-lin, former Chinese governor of Jehol province, had cast his lot completely in with Manchukuo and Japan was made to-day in an announcement of operations in Chahar given out at Japanese military headquarters.

Tang, it was stated, commanded one section of a Manchukuo-Japanese expedition which has successfully completed the eviction from eastern Chahar of elements said to be menacing the western frontier of Jehol.

With seasoned Japanese troops as the backbone of the expedition, Kuyuan, southwest of Dolonor, strategic border point, was occupied Friday after heavy fighting. The defenders, estimated in the communiqué to number 5,000, were declared to have fled, leaving 60 killed on the battlefield.

Tang was governor of Jehol when that province was added in March to Manchukuo by a Japanese military campaign. He made preparations for defense, but fled to the Jehol border with his retinue after putting up virtually no resistance when the Japanese vanguard approached Jehol City.

Japanese military officials said as the campaign started they expected Gen. Tang might decide to declare allegiance to Manchukuo, following the example of lesser leaders. Chinese commanders loyal to the Nanjing government barred the Great Wall gates to prevent his fleeing to North China and for days his whereabouts were a mystery.

Tang has been reputed to be immensely wealthy, gaining most of his riches from an opium monopoly in Jehol. He had a large fleet of motor cars.

The Japanese-Manchukuo expedition into Chahar was organized following the recapture of Dolonor by a force led by a lieutenant of Marshal Tang Yu-hsiang, whose anti-Japanese movement in Chahar recently collapsed.

BYRD OFF TO
SOUTH POLE

EXPEDITION NEARLY
READY

New York, Aug. 27.
Rear Admiral Richard E. Byrd revealed to-day that his second Antarctic expedition will start in about two months on its long route to the South Polar Ice Cap. The expedition will include the former cutter Bear, veteran of 58 years of service in Arctic waters the supply ship Pacific Fir and a special plane able to carry 18 men.

The Bear was selected by Byrd as the "only ship in the world suitable for the job."

His old ship, the City of New York, in which he made his earlier trip to the Antarctic, is not large enough for a "one-vessel" expedition. This time Byrd wants to carry his entire outfit and personnel inside one hull.

The Bear's sturdy hull is of solid oak, enclosed in a sheet of copper and reinforced to resist the "squeeze" of drifting ice. Her iron-shod prow can bite through the ice-fields capably.

She was built in Greenock, Scotland, as a whaler, but in 1884 she was purchased by the United States government for the third attempt to rescue the ill-fated Greely party, which it did, earning a \$25,000 reward offered for the first ship to reach the marooned survivors.

In 1884 she was placed in the Alaskan patrol service, in which she continued until 1925, when she was given to the city of Oakland, Calif., as a museum ship.

Byrd obtained the Bear from Oakland and brought her to the Atlantic Coast, where she has been undergoing engine repairs and renovations in the Boston navy yard.

Byrd has flown over both poles of the earth. In 1926 he flew in a plane piloted by Floyd Bennett over the North Pole from Spitzbergen and return. In 1927 he and three companions flew from New York to France. In 1929 he flew over the South Pole on his first Antarctic expedition.

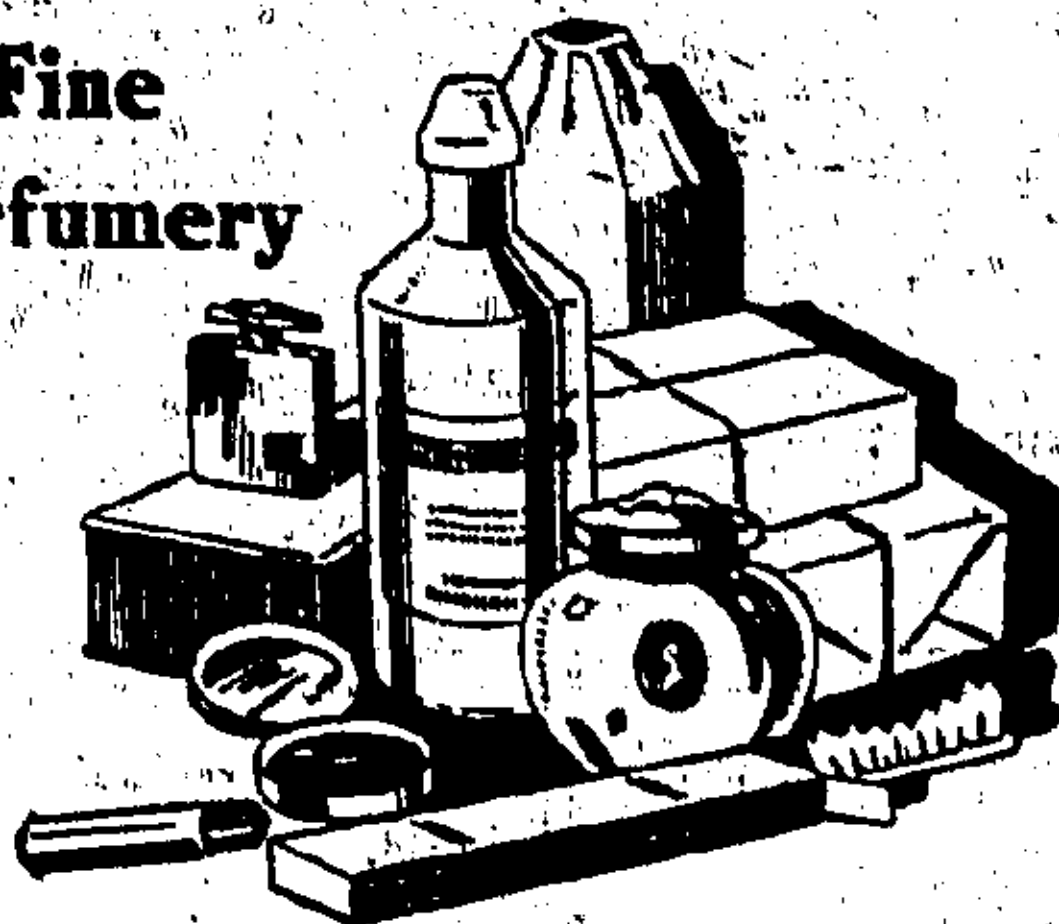
TOBACCO FACTORY
STRIKE

Support From Godown
Workers Reported

Workers whose duties are to transport goods into godowns of the British American Tobacco Co. along the Whangpoo on Saturday joined the strike at two Pootung factories, thus holding up the shipping of the company's rolled tobacco to the authorities, according to Chinese press reports.

The local Tangpa and other political bodies are expected to call a mediation meeting to-day, when

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Wishes to announce to
the Ladies of Hong Kong

that he has moved to

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GRANDSON OF THE EX-KAISER

Clocking-in at Detroit
in the Ford Motor
Works

A plate of pickles was on the table at which Prince Louis Ferdinand, favourite grandson of the ex-Kaiser, and a correspondent chatted like old friends.

The Prince was about to start on his return to the United States, where he is employed at the Ford Motor Works at Detroit.

He is tall, dark, remarkably like his father, the ex-Crown Prince, distinguished in the Anglo-Saxon way, and democratic.

He left Southampton last month in the North German Lloyd liner Europa for New York.

The Prince has the appearance of a full-blooded democrat, has a roving eye, expressive gestures, and racy speech. His sympathies are definitely with the lame dog, whom he genuinely wants to help.

Although he will not admit it, and will not discuss the subject, he

the Fifth District Rolled Tobacco Trade Workers Union will also meet to discuss way and means of dealing with the situation.

apprenticeship at the Ford Works is, possibly his "nursery for a throne."

He is an intimate friend of Hitler, the German Chancellor.

Over an aperitif Prince Louis began to talk of his life.

He is, as he puts it, studying human nature in the flesh.

"I have graduated," he told me, "in economics in Berlin, but of what use is such a diploma without practical experience of the world in which we live?"

"I believe in mankind, and I want to know more, in fact, everything I can, about the ordinary 'everyday' man in the street."

I work for my living

"I work for my living at Detroit, where I live with the people and share their pleasures and sorrows. I love them because among them I find a spirit of disinterested service."

Prince Louis is subject to the rigorous discipline of the Ford organization at Detroit. He works an eight-hour day, and a five-day week for a wage of six dollars a day (26s. 6d. per week).

He is out of bed at six every morning and clocks in at half past seven.

The foreman keeps an eagle eye on me, and at the first sign of slackening I get a kick in the pants," he said, laughing, "but it's worth every kick."

Ten days ago Prince Louis was at Detroit with the ex-Kaiser, whom he described as "a greatly misunderstood man."

NOTES FROM N.E.
YUNNANThe Drought Breaks
ELECTRIC LIGHT PLANT
ARRIVES SAFELY

(From Our Own Correspondent)

Chao Tong Fu, Yunnan, August 18.

Much-needed rain is falling as we write, for the Summer now ending has been the hottest and driest for many years as far as the city of Chao Tong is concerned. While rain has fallen almost every day in the outlying hill-districts the Chao Tong Plain has remained very parched, though, even so, the maize crops are far in advance of those of recent years. Potatoes have been dug and yielded well, as also the buckwheat in the hill-country. There has been somewhat of a scarcity of maize on the markets, and consequently prices have remained high. Such is bound to continue until the new crops are gathered in and placed on the markets.

The Electric Light Plant.

Our Electric Light Plant has all safely arrived, but it is likely to be some long time before it is completely assembled and in working order. Our Military Governor (An Lu Chang) has already reached Yunnanfu on his return from the North, and is likely to reach here at the end of the month. It is likely that his arrival will expedite the completion of the new lighting scheme.

Opium Crop Fails.

The failure of the Opium crop is adversely affecting the exchange value in respect of local nickel. At the present time the demands for opium are by no means met by the supply, but this is surely to the good.

Summer Bible School.

Since our last Notes were written a Spiritual Retreat and Summer Bible School have been held, when for four or five days over a hundred people gathered in a temple about 25 li from the city. Beautiful for situation, amidst densely wooded hills, the temple proved to be a fine setting for this special form of Christian work. The arrangements were in the hands of the Rev. John Li, the three Epistles of John were expounded by the Rev. R. Heber Goldsworthy, whilst lectures on Hygiene and Psychology were given by Dr. Uung Kai Chi and Principal Tang Fu Tsch. of the Methodist Hospital and the Methodist Middle School respectively.

Brigands.

Brigands were again repulsed a month ago about 30 li from the city, on the Yunnan-Kweichow border, though there was no really serious fighting. But Chao Tong is determined to give the bandits no quarter, whatever the attitude of Weining may be. The imminent return of An, the Military Chief, will further intimidate these lawless marauders.

RETURNED BANISHEE

Sent To Prison For Six Months

"I was trying to get money from a friend to return to the country," pleaded a Chinese named Wong Fung where he appeared before Mr. Wynne-Jones yesterday on a charge of returning from banishment.

It was stated that defendant, who had previous convictions against him for larceny in Kowloon, had been banished in July for ten years.

He was sent to prison for six months.

PREFERENCE FOR LOCAL MEN

SINGAPORE MUNICIPAL POLICY.

Singapore.—A definite policy of preference for Singapore born applicants for Municipal posts was adopted by the Commissioners at their monthly meeting.

Based on a resolution moved ten years ago by the late Mr. Edwin Jessensohn, a motion by Mr. Harries, limiting preference to British subjects born not in Malaya but in Singapore, received whole-hearted support by the President and by a large majority.

Mr. W. Bartley, who presided for the first time since his return from leave, welcomed the motion and was glad that it was not confined to the subordinate class. He hoped locally born men would be able before long to compete for senior appointments and by local he meant Singapore.

A BUSMAN'S HOLIDAY

What Hong Kong Did Yesterday

ALL THE WORLD
A-SWIMMING

We had quite nice weather for the September Bank Holiday yesterday—that is to say, everybody except the fellows that work in Hotels, restaurants, cinemas, garages and newspaper offices had a good time. As far as I was concerned, I had a holiday too—the busman's type, y'know, for I was told to go and take a look round and see what the public were doing.

No sooner I had left the office than I ran into a friend who is the proud possessor of one of those natty little cars known as the "M. G. Midgets," and his invitation to "hop in and take a run out to Repulse Bay and Shek-O" was more than readily accepted. Those little cars can certainly travel and before I realised it, we were getting out and making our way to the beach. Of course, I was not prepared for a swim so I had to hire a bathing costume (30 cents gone west) and when I appeared on the beach, I was indeed a sight for sore eyes. That costume must have belonged originally to Carnara, for although I cannot be called a small man by any means, it reached well down my knees while the shoulder straps (I believe that is what you call them) were continually falling off, like the dainty little ribbons that our flappers are always adjusting. Anyway, I got my swim so I was quite happy.

As for the beach itself, it was, as usual, crowded. There were fat men and thin men, old men and young men, boys and girls, old ladies and young ladies, in fact there were lots of people out there. The rafts were loaded to capacity but I did not dare go so far out for fear my costume might slip off. I saw a young thing out there walking along the beach in the cutest pair of beach pyjamas. My friend of course, said I was biased as the lady in question happened to be sporting my old school colours, red and white—white pants and coat in this case, with red trimmings—piping is, I believe the right term—three inches wide.

After my swim, I went to the kiosk (Lane, Crawford's) to get a drink but business was so brisk that I had to wait until I got a seat. We really are very grateful to Lane, Crawford's for their thoughtfulness in thus catering for the public, as it really is delightful to have a quiet drink or ice cream in their kiosk after a day's swim.

My friend had, by this time, decided that we must visit Stanley, Shek-O and Big Wave Bay, and as his faithful "Midget" was a quick goer, it did not take us long to "cover" these three spots. Stanley and Shek-O, otherwise known as Island Bay, were rather crowded. Big Wave Bay being just like Repulse Bay, for apart from the large crowd that went by motor, there were a number of launches, each holding about 100 people, in the bay.

We returned fairly early and the ride home was a pleasant one indeed. The crowd were still pouring to beaches at that hour, for we met several car loads.

When we got into town, I took leave of my friend and continued my "looking around." In Happy Valley, the whole lawn bowls community seemed to have gathered, and although I never saw (and I still do not) what fun one can get out of that game, the players seemed to be enjoying themselves right royally.

In Kowloon it was the same although some tennis was seen on the Kowloon Cricket Club Courts where the home team were entertaining a team from Macao. The results appear elsewhere in this issue.

It was, therefore, quite an enjoyable holiday for those who were on holiday. In fact, I was so carried away by the holiday spirit at one stage that I began to feel that I was in it too, until I suddenly woke up (rather rudely) and remembered that at the end of the day, I still had to come back to the office and write out my report—"Fong Ka."

SHE HAD TO LIVE?

BROTHEL KEEPER'S DEFENCE.

Charged with keeping a brothel Ho Fong, a Chinese woman, was fined \$200 with the alternative of a three months' prison sentence, by Mr. Wynne-Jones, at Central Magistracy yesterday. It was stated she did not want to keep a brothel but she had to live.

PAN-AMERICAN FLYERS

Pleasant Flight To Shanghai

Messrs. Bixby, Grooch and Elmer, the Pan-American flyers who left Hong Kong at 6 a.m. yesterday, arrived in Shanghai at 4.20 p.m., the time taken for the flight including a stop of half-an-hour at Foochow.

The flyers returned to Hong Kong on Sunday from Manila after a survey trip to that place and their report of that particular trip was that there were no insurmountable obstacle on the Hong Kong-Manila route.

The return flight to Shanghai, the Company's headquarters, was uneventful and good weather was reported all the way. So far as the trip to Manila is concerned, Mr. Grooch stated that Santiago Harbour made an ideal landing spot and he would certainly recommend it instead of Sual Harbour.

It will be recalled that the experiments are being made for a suitable route for the Shanghai-Hong Kong-Manila air service, and it is hoped that in the not too far distant future, this will be inaugurated.

THE PRESS IN JAPAN

Laws To Control Radical Utterance

The Committee of Inquiry into measures to control radical ideas, when it met at the Premier's official residence on the 24th instant, discussed the Home Office's draft plan for revision of the Press Law and the Publications Law, drawn up with a view to dealing more effectively with subversive publications.

The decisions reached at the meeting include:—

- 1.—The present "nohon" system (system under which the publisher is called upon to deposit copies of the new publication with Home Office) should be reformed so that discriminate treatment may be provided for publications dealing with subversive ideas and for ordinary publications. The publisher who has neglected to give notice of his publication to the authorities should be severely punished.

- 2.—The powers of the local Governor in the matter of the sale, distribution and seizure of publications should be enlarged and strengthened.
- 3.—A new system providing for the suspension of publication should be introduced so that such action can quickly be taken against newspapers which are deemed designed for the propaganda of subversive ideas.
- 4.—In view of the far-reaching influences of newspapers on social ideas, the present system should be reformed so that the responsible party for the subversive articles printed may be clearly defined.

SOME MORE POINTS

There are some other points which call for further study. When the Committee has reached its conclusions on all points, revision Bills will be drawn up with the approval of the Cabinet for introduction in the next session of the Diet.

PEAK BOY CHARGED

Theft Of Money Alleged

Mr. Buttress, of the Peak, appeared as complainant before Mr. Wynne-Jones at Central Magistracy yesterday when he prosecuted Chan Cheung, his house-boy, with the larceny of sixty cents at his residence.

Complainant said he had gone to his bath on Saturday leaving \$2.40 in his pocket. When he returned he found 60 cents missing. The boy was searched and exactly 60 cents was found in his pocket. In answer to His Worship Mr. Buttress said he could not absolutely swear that nobody else was in the room at the time.

Defendant was discharged, His Worship remarking that the prosecution had to prove their case against him.

TANNA TUNNEL

COMPLETED

End Of Twelve Years' Hard Work

Tokyo, Aug. 25.

After twelve years' hard work and the expending of a huge amount of money, the Tanna Tunnel, one of the most difficult engineering feats in the world, was completed to-day when the main tunnel route was successfully cut.

The Tanna Tunnel, connecting Asami with the other side of the Izu mountains, will considerably speed up the train service on the Tokaido main line, which is now run through the mountainous Hakone Pass.

It is expected that the ceremony in commemoration of the completion of the work will be held in October, and the first trial run of the train through the tunnel will be carried out, probably, this year.

BRITISH PRESS SHAREHOLDERS
BUYING READERS AND RUINING INVESTORS

The Circulation War

There are more than 30,000 shareholders in the companies controlling the four London daily newspapers, which claim circulations varying from about 1,300,000 to 2,040,000 a day writes a correspondent to the "Financial News." These four companies are now spending a good deal more than £2,000,000 a year on free gifts, canvassing, free insurance and competitions, in the hope of increasing or maintaining what they felicitously describe as net sales. Most of this vast expenditure is absorbed by free gift schemes under which thousands of canvassers are distributing suits of clothes, boots, mackintoshes, socks, cutlery, cameras, electric irons, mangles, wringers, tea sets, table cloths, hiking outfits and an infinite variety of other goods, to all who sign an eight or twelve weeks newspaper subscription form.

The amount expended by the four newspapers on free gifts and canvassing for the week ended July 1, 1933, exceeded £50,000. This figure does not include expenditure on free insurance or on the many racing and other competitions conducted by the Press. As the total ascertainable profits of these four newspaper companies for 1932 amounts to £1,350,000, it is clear that they must now be sustaining staggering losses. The assets of their shareholders are being scattered in order that the directors may produce inflated "certified" net sales figures.

Shareholders may well reflect upon the difference between the professions and actions of some of these newspaper directors. They fill columns of their journals enjoining economy upon Governments, Municipalities and the so-called idle rich. They fluninate against waste in Whitehall or Bond Street, while they are busily wasting the assets of their unfortunate shareholders.

Most newspaper directors have ceased to rely upon the quality of their news-services or the skill and enterprise of their editorial staffs for increasing sales. Editors and journalists are now regarded as less important than the hardboiled gentlemen who direct corps of canvassers engaged in hawking drapery, cutlery and tawdry jewellery about the back streets of industrial centres.

Shareholders may be forgiven for believing that they could do without some of the gentlemen responsible for this ruinous policy. If newspaper directors are so bankrupt in ideas that all they can do is to give something for nothing to induce people to read, or rather to buy newspapers, shareholders should re-echo Chaucer's line "flee from the press." After all, if newspaper making is simply a question of giving something for nothing, shareholder Smith or shareholder Jones is just as well qualified to direct a newspaper as some of the gentlemen now in charge.

This free gift debauchery not only obliterates the profits of newspapers it also undermines "good-will" items valued in balance-sheets at millions of pounds. It may now be said that any moron, given enough money to spend on free gifts, could establish a newspaper with a circulation of about a million.

Newspaper directors defend their free gift policies on the ground that "prestige" would be lowered if net sales were allowed to fall below those of rival newspapers. Prestige is a rather inappropriate term to apply to a policy of buying readers. Does anyone believe that a newspaper's prestige is maintained or increased by the following process? The "Daily Tale," free mangle secures a reader for twelve weeks. Along comes a "Daily Speed" canvasser with a free wringer, and that reader transfers his subscription from the "Daily Tale." Eight weeks later a canvasser from the "Daily Trumpet" arrives with free sheets, table clothes or silk stockings, which gives return for a subscription to the "Trumpet." What prestige can be gained from participating in such a delirious Dutch auction?

As Funny As Costly

The strength of the competition in free or "partly" free gifts defies description—it is as funny as it is costly. Here is an example. On June 24 the "Daily Express" issued the following prospectus:

The "Daily Express" has in preparation for its readers a magnificent

paration for its readers a magnificent Encyclopaedia, World Atlas and Gazetteer, conceived on a huge and exhaustive scale.

The work will be closed on the day the World Conference rises. The preparation of the "Daily Express" Encyclopaedia, World Atlas and Gazetteer is in the hands of seventy-five editors, who are assisted by a large staff of scholars, experts and technicians, each a specialist in the subject he is dealing with.

The numerous volumes which comprise the complete work will contain more than 2,500,000 words. This gigantic work will be issued to readers at a price unheard of in its liberality. It will be within the scope of every purse.

Fill in the registration form below, and you will be given a reservation of the "Daily Express" Encyclopaedia.

Do not send money with the form. This was regarded as a challenge to the "Daily Herald," which four days later published this offer:

The "Daily Herald," a few months ago, roused the country by its offer of a library of the complete works of Dickens.

Now, to celebrate its net sale of more than one and three-quarter millions daily, the "Daily Herald" announces a stupendous new presentation—the greatest enterprise in the history of publishing.

Every reader is invited to accept a profusely illustrated 10-volume encyclopaedia and a two-volume companion dictionary—a stupendous 12-volume edition of the finest library of its kind.

The 10-volume encyclopaedia, which is an entirely new edition, is the latest in the world.

The two-volume dictionary is the only one to contain the thousands of new words which have recently become part of our language.

The 12 volumes together contain:

- More than 5,000,000 words;
- More than 7,000 pages;
- More than 500,000 facts

And a gallery of nearly 3,000 illustrations, maps and diagrams.

The complete work has been compiled by a board of more than 100 editors, assisted by a large staff of scholars and experts.

In the usual way, an entirely new 12-volume work of this magnitude would cost at least £4 4s., yet, through this enterprise, the "Daily Herald" places it within easy reach of every home in the land.

This superb edition was prepared once for the Encyclopaedia.

You will be proud to own it.

Even if you are still qualifying for your library of the complete works of Dickens, you may begin to qualify at once for the Encyclopaedia.

The offer is open to every reader, and it is available for a few days only.

And applications must, in any case, be received not later than Tuesday, July 4.

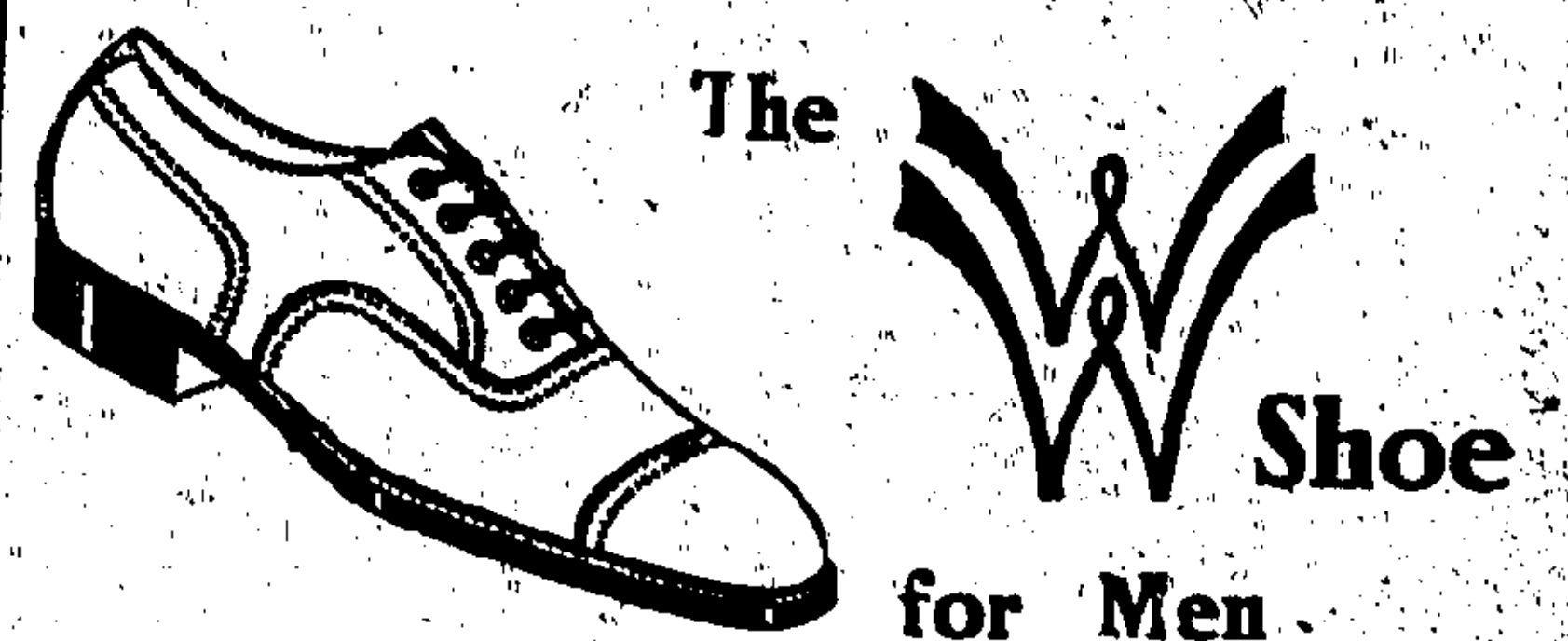
It will be noticed that the "Daily Herald" doubles the offer of the "Daily Express." Lord Beaverbrook employs only 75 editors, whereas Mr. Elias engages a hundred, together with "a large staff of scholars and experts." The "Daily Herald" offers twice as many words and claims 13 times more illustrations than appear in Lord Beaverbrook's "gigantic work."

If this furious competition continues, it is only too evident that shareholders must suffer further severe losses. While they might bear with fortitude a reduction or cessation of dividends due to bad trading conditions, they are justified in resenting the immense losses caused by this insensate competition in free gifts.

No Heart for the Fray.

We know that many newspaper directors or proprietors dislike these free gift orgies. At the last annual general meeting of Associated Newspapers, Mr. Harmsworth condemned such futile expenditure and deplored the necessity for the "Daily Mail's" part in it. Lord Beaverbrook's newspapers are constantly jeering at the policy of buying readers, while luridly describing its effect on the finances of the "Daily Express." There is no reason to believe that either Sir Walter Layton, of the "News-Chronicle," or Mr. Elias, of the "Daily Herald," believe that any permanent benefit can be obtained from free gifts.

Why cannot these gentlemen come to a final agreement to end a system which imposes great hardship on shareholders, and which drags the whole newspaper business into wall, merited contempt? Why should shareholders be cannonfodder in this purposeless battle between Chinese generals? The most opportunist of the competing newspapers cannot indefinitely stand the strain



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NEW ADVERTISEMENTS

THE MACAO JOCKEY CLUB.

PROGRAMMES and ENTRY FORMS for the Sixth Extra Race Meeting, to be held in Macao on Sunday, 17th September, 1933, may be obtained at The Sports Club, Hongkong Jockey Club Stables, or at the Offices of Messrs. Perry Smith, Seth & Fleming, 6, Des Voeux Road Central.

ENTRIES close at NOON on WEDNESDAY, 6th September, 1933. [1757]

CONSIGNEES' NOTICE. THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

The Steamship "BENLEUCH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves Delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant at 10 a.m., by Messrs. Goddard & Douglas. To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 3rd Sept, 1933. [1763]

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "LAOMEDON" FROM UNITED KINGDOM AND CONTINENTAL PORTS VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 2nd September.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Vessel's Godown and all Goods remaining undelivered after the 8th September, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 32nd September or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

2nd September, 1933. [1762]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "MERTONES" FROM UNITED KINGDOM VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 1st September.

Optional Cargo will not be landed here unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 7th September, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st Sept, 1933 or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

1st September, 1933. [1761]

Dewar's

"White Label"



"The Whisky of Age & Purity"

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Editorial and Business Office: 11 Lee House Street, Tel. 30251. Night Editor (Wanchai Office): Tel. 24511.

London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, September 5, 1933.

OPENING UP AUSTRALIA

No problem confronting the British Empire is more difficult than the filling of the empty spaces of Australia. Unless the obstacles, financial and psychological can be overcome the dream of a White Australia will vanish. The potentialities of that continent cannot remain forever locked up and unused by a handful of people, an increasing proportion of whom crowd into towns, already far too large, and overburdened by unemployment. Emigration on the old haphazard lines has never relieved the population of an overburdened country or really filled a new one. America was settled thanks largely to an unlimited supply of British capital.

Fortunately to-day the aeroplane is proving a mighty instrument in the difficult task of surveying and prospecting. Find oil or gold and you will get, first mining towns and then agricultural populations. Moreover if the fertile valley with water and a good climate can be discovered, beforehand, half the battle is accomplished in persuading settlers to make their homes up country.

Facts which admit of no argument about the value of aerial survey, were cited in an address in London to the World Petroleum Congress by Dr. W. G. Woolnough, geological adviser to the Australian Federal Government. Dr. Woolnough was able to show how the airborne camera has revealed much that was unknown about some of the remote regions of the Commonwealth where oil deposits may exist, how features of ground configuration that cannot possibly be discerned from the surface become visible from the flying machine. His address has provided fresh ammunition to those who are pressing for a properly organized scheme of Empire air survey as a preliminary to hope to properly planned and financed schemes of settlement.

He dealt especially with the results obtained in air survey flying since January last year. Three main flights were undertaken with the co-operation of the Royal Australian Air Force. The first took the geologists to the Longreach area of Queensland, the second round Australia, and the third to Tasmania. In Dr. Woolnough's own words, the "results have greatly surpassed the most sanguine expectations."

Air photography in the Longreach region, selected for the first experiments because oil areas were suspected, was accomplished under conditions which set at rest any doubts that might have existed as to the feasibility of the work. The expedition arrived in Longreach on a day when there had been "a cool change" and the thermometer stood at only 108 deg. Fahrenheit in the shade. During the succeeding fortnight temperatures up to 119 deg. were recorded. Heat of this order kept the lubricating oil in the aeroplane engines very near the danger point, and all photographic operations were executed perforce in the early hours of the morning. "Even then," added Dr. Woolnough, "the photographers had to strip to the skin to endure the temperatures in the development tent. Completion of development and printing under such adverse conditions indicates that the limiting factors of success are very wide, and that the technique is available under a very extensive range of conditions."

In the course of the second flight—round Australia—the aeroplanes flew over the islands of Melville and Bathurst off the north coast of the continent. Till recently these islands have been practically inaccessible because of the hostility of the natives. Observations made during the flight revealed much of their conformation, including the existence of a river a hundred miles long, which previously was unknown even to government officers of the Northern Territory. Dr. Woolnough commented that the flight over the island proved that the taking of aerial photographs, at comparatively trifling expense, "will greatly expedite and facilitate the access to and exploration of this absolutely trackless and unknown region."

Important results were also obtained in the Fitzroy River region. Photographs have provided the existence of an almost ideal dome structure, approximately eight miles long and six miles wide. (A dome structure

ANNOUNCEMENTS

MARRIAGES.

FIELDING—HODGKINSON.—On Sunday, August 27, 1933, at Holy Trinity Cathedral, Shanghai, Ernest Wilde, only son of Mr. and Mrs. C. T. Fielding, of Barry, Glamorganshire, to Cora Genevieve, only daughter of Lieut. and Mrs. Hodgkinson, of Ryde, Isle of Wight.

RODDA—BLOOMFIELD.—The marriage takes place in Winnipeg, Canada, of Elizabeth (Betty), third daughter of Mr. and Mrs. J. Bloomfield, of Winnipeg, Canada, to Abraham, eldest son of the late Mr. R. H. Rodda and Mrs. H. Rodda, of Shanghai, China.

DEATHS.

BAKER.—At Peitaiho, suddenly, on August 27, 1933, George Edwin Baker, aged 57.

SCHIERHORST.—On August 27, 1933, at 2.30 p.m., at 674, Rue Lafayette, Shanghai, Captain H. J. Schierhorst, aged 70.

OBITUARY

Mrs. Katherine Crewe

Bangkok.—We regret to announce the death of Mrs. Katherine Mary Crowe (nee Lowe), wife of Mr. O. E. B. Crowe of the Asiatic Petroleum Co., Ltd. A son was born to Mr. and Mrs. Crowe on the 4th of this month, the birth being attended by complications which necessitated an operation being performed. Mrs. Crowe never really recovered from the effects of the operation, which indirectly caused her premature death.

Mr. and Mrs. Crowe returned from leave in March this year for a second chukka in Bangkok, and Mrs. Crowe, who endeared herself to a large circle of friends, will be much missed in circles here.

Every sympathy in their bereavement will be felt for the widower and his baby son.

SOFIA LEGATIONS ATTACKED

300 Communists Arrested

Sofia, Sept. 4.

THREE hundred Communists were arrested yesterday after a large mob had stoned the police following an attempt to hold a prohibited mass demonstration. The German and Czechoslovak Legations were attacked and their windows broken.

implies likelihood of rich oil deposits. In one area, already drilled, the aerial observations suggest an important modification of the structure contours which may justify renewed activity in the area.

In concluding his address Dr. Woolnough summed up admirably the advantages of aerial survey. He referred especially to the extremely difficult region of the Tasmanian west coast, which is impenetrably covered with jungle and is largely unexplored, though it contains many mines and is intensely mineralized. He said: "Such a survey could be completed at a small fraction of the cost of even a few isolated traverses of the area in the dense, saturated jungle, and the results would be of value, not only for the geologists, the prospector and the miner, but would supply much needed information in connection with location of routes of access, water supply, hydro-electric power, forestry and many other economic developments which are prevented at the present time by the inaccessibility and impenetrability of the region. In a country like Australia aerial reconnaissance and photographic survey are likely to prove of incomparable value. Distances are great, and population scanty. Roads and railways serve the more closely settled areas adequately, and ordinary methods of survey and investigation can cover the needs of the community in such districts. Even there, however, research can be expedited and its costs materially reduced by the judicious application of aerial technique."

SECRET PARLEYS IN BANFF

Attempt to Settle Sino-Japanese Issues

MUTUAL PLEDGES

Banff, Aug. 27.—Officials of the Institute of Pacific Relations admitted to-day that the Chinese and Japanese delegates have had a number of secret conferences here, attempting to draw up a formula for settling Sino-Japanese difficulties.

It was said that none of the delegates to the Institute were authorized to make any binding pledges on behalf of their governments but they were certain that, if they found some basis for even a temporary agreement, the Governments at Nanking and Tokyo would give it the most serious consideration.

It was said that several paragraphs of an unofficial agreement had been written and tentatively approved but the Chinese refused to agree to a general statement carrying mutual pledges to guarantee territorial integrity. This, the Chinese are reported to have said, would guarantee the present status of Manchuria.

One official asserted that, while the delegates cannot make binding pledges, they were instructed by the Governments at Nanking and Tokyo to enter the discussions and discover, if possible, something that may lead to a permanent agreement insuring peace.

The Institute had been glad to sponsor the conversations. It is said, because an ultimate agreement growing out of these conversations would be recorded as a remarkable accomplishment for the organization.

It was stated that officials of the Institute proposed such conversations long before the various delegates sailed for Banff, in the hope that a genuine stroke for peace might be made here—"United Press"

Study of Japan

Tokyo, Aug. 23.—After discussions on economic issues, lasting a fortnight, the fifth biennial conference of the Institute of Pacific Relations came, to an end at Banff, Canada, on Saturday evening, according to information reaching here. The chief topics discussed were economic problems of Pacific nations, economic resources and the population issue. The Japanese delegation regards with satisfaction the fact that the participating nations showed keen interest in Japan's economic questions and their future aspects.

Prof. Ueda, of the Tokyo Imperial University, submitted a synthetic study regarding Japan's economic issue, which attracted much attention, especially the portion relating to the population issue because a solution of this factor will contribute greatly towards the future peace of the Pacific. The proposal made by Professors Takagi and Yokota to establish a peace organ with the United States and Soviet Russia as members was also received with enthusiasm. A frank exchange of views took place between the Japanese and Chinese delegates with reference to the Manchurian question—"Rengo."

LOCAL AND GENERAL

The offices and residence of the Consulates for Nicaragua, Mexico and San Salvador have been transferred from No. 11 Lock Road, Kowloon, to No. 295 Prince Edward Road, Kowloon, Hong Kong.

Arrested on information a Chinese woman named Lai Mui was charged before Mr. Wynne-Jones at Central Magistracy with the possession of 285 pi pi tickets. She was fined \$500 or two months.

Mr. H. Merrell Benninghoff, American Vice-Consul in Yokohama and a resident of Japan for many years, has been transferred to Mukden. He expects to leave with Mrs. Benninghoff for his new post in about a month's time.

R.O. Grimmit, in prosecuting Chan Wah before Mr. Wynne-Jones with the possession of three saels of opium, said that the man had been arrested on the Canton Wharf with the stuff tied round his legs. He was fined \$240 or two months.

We publish in this issue an account of the work and equipment of the Hong Kong Fire Brigade. In "Echoes of 1858" there appeared a description of a fire in December of that year and how the flames were eventually brought under control.

Mr. James R. Donaldson, formerly with the British Consulate in Kobe, arrived in Yokohama last week to assume the post of Vice-consul there, succeeding Mr. D. W. Kermodie who has been transferred to the British Embassy in Tokyo.

SOVIET HEAVY INDUSTRY

Rapid Rise In Last Six Months.

Moscow, Aug. 22.

The heavy industry of the U.S.S.R. made great strides forward in the first six months of this year. A number of new plants were brought into operation and production rose steadily. During the half-year four new powerful blast furnaces were added to those already in operation their capacity aggregating 3,150 cubic metres, while three new open-hearth ovens increased steel smelting capacity by 380 tons daily.

The starting of two blooming mills—one at the Makeyev plant and the other at the Dzerzhinsky plant—is of particular importance. Both mills were manufactured at the Jorsky works exclusively of Soviet materials and by Soviet workers and specialists. Their aggregate productive capacity is 2,400,000 tons of blooms annually. In addition, three new rolling mills and three coking plants, the latter with 160 ovens, were completed during the six months.

Machine-building also made great progress. The gigantic tractor plant at Cheliabinsk started working on July 1 with a capacity for turning out 40,000 tractors of the caterpillar type annually. Also, the first section of the abrasive combined works at Cheliabinsk was brought into operation.

Coal industry The coal industry was substantially strengthened by the sinking of seven new shafts whose annual production will be in the neighborhood of 1,500,000 tons.

Progress was also made in the chemical industry. In the time of the Tsars, with the exception of a few chemical enterprises of the artisan type, Russia had no chemical industry. Such an industry has been created by the Soviet government. During the six months there were added to the enterprises already operating an ammonia factory (part of the Bobrikov chemical combinat), several new shops at the Yaroslavl rubber plant, the Ekremov synthetic rubber plant, the Solikamsk concentrates factory.

Of great importance was the starting of the first experimental works for the production of metallic beryllium (hard and super-hard alloy). It holds tremendous prospects for the development of aircraft construction, the manufacture of tractors and for the electrical industry.

In the realm of production the progress of Soviet heavy industry in the six months can be very clearly seen. The output of coal advanced considerably in all districts. In June of this year output reached 200,000 tons a day as compared with 170,000 tons in June last year.

Agricultural Machinery

Cast-iron smelting showed a daily average of 21,495 tons in June this year, an increase of almost 4,500 tons as compared with June, 1932. At the end of the month production reached 22,092 tons. The average daily output of steel in June of this year was 19,141 tons, an increase of 123 per cent.

(Continued at foot of next col.)

NEWS SUMMARY

The labour problem in America is becoming serious. Page 9. The appointment of the Hon. A. Cadenas as British Minister to China is regarded by Chinese as a matter for rejoicing. Page 9. The Pan-American flyers who left Hong Kong for Shanghai at 6 a.m. yesterday arrived at the Northern port at 4.20 p.m. For full particulars please turn to page 7.

Our Kowloon correspondent gives further details in the Kowloon Supplement of the immense block of flats, Malaguna Mansion, which it is proposed to build in Chatham Road. Page 11.

A special account of the work of the Fire Brigade, its equipment, and the training of the personnel appears on Page 1. In Echoes of 1858 we give an account of a fire in December that year, and how it was combated.

The drought has broken in Yunnan. Crops are good, except opium. Our correspondent letter from N.E. Yunnan appears on Page 7.

Mr. E. F. Buttress, the well-known rugger player, was complainant in a case yesterday, in which his house-boy was charged with the theft of 60 cents. The case was dismissed. Page 18.

Charged with returning from banishment before his term was over, a Chinese was sentenced to six months' hard labour. Page 7. Arrangements for the V.R.C. annual swimming meeting on September 25-28 inclusive, appear on page 10.

The Rifle Club's 303 open sight championship, shot during the week end, was won by Mr. A. Chappelle. Full results page 10.

Our Szwatow correspondent sends a review of sporting activities in that very active community. Page 10.

THE RIFLE CLUB

H.K. 303 Open Sight Championship

This Rifle Club championship, which was held over the week-end, had a record attendance on Saturday, 23 competitors fired, and 24 on Sunday.

Shooting on Saturday was very difficult, owing to the sun being strong at 300 yards, later at 500 yards a small typhoon and sandstorm completely upset the calculations of the best club shots. At 600 yards the conditions of visibility were ideal and moderate scores were put up.

Sunday proved good weather for shooting, very little wind but a haze when shooting from 500 yards and 600 yards.

A record score of 93 was made by A. Chappelle the Hon. Secretary of the Club, and L. S. Denby from H.M.S. Verity was tailing him at each range.

The following were the best scores:—

	300	500	600	Total
A. Chappelle (1)	33	30	30	93
J. S. J. Denby (Verity) (2)	32	30	30	92
C.S.M. Kite (S.W.B.) (3)	29	29	25	83
A.B. Reeves (Verity) (2)	30	24	29	83
Sgt. Giddy (S.W.B.) (3)	31	27	25	83
A. S. Baldry (Verity) (2)	30	28	25	83
D. W. Waterson (2)	28	25	30	83
Pte. Lawton (S.W.B.) (2)	32	22	29	83
P.O. F. Redding (Verity) (3)	31	29	23	83
Pte. Scarle (S.W.B.) (2)	25	29	29	83
C.S.M. Brown (S.W.B.) (2)	27	29	27	83
A. E. Roberts (Police) (2)	28	28	27	83
Sgt. Francis (S.W.B.) (2)	25	27	26	78
A. B. Walters (Wild Swan) (2)	25	27	25	77
J. L. Teley (2)	25	29	23	77
Sgt. Deans (S.W.B.) (2)	23	29	25	77
Pte. Rouzelle (S.W.B.) (2)	20	23	28	71
C.P.O. Greaves (Wild Swan) (2)	23	22	21	71
Pte. Kennedy (S.W.B.) (2)	18	28	24	70

1st, 2nd and 3rd prizes were silver cups. Eight silver spoons were awarded to the high scores in the various units.

cent. as compared with May and 18.7 per cent. as compared with June, 1932.

Exceptional achievements were recorded in the manufacture of agricultural machinery. During the six months 6,756 harvesting combines were produced, an increase of 67.6 per cent. as compared with the first six months of 1932. In the case of harvesters of the with-draw type the increase was 59.3 per cent.

The number of tractors turned out during the period was 33,031, an increase of 57.1 per cent. The automobile industry turned out 18,501 trucks and 2,620 passenger cars—Tass.

On arrival of the s.s. Taiposhek from Kwang Chow Wan yesterday, Captain Wanti, master of the vessel, reported to the Police that while he was 30 miles south-west of the Great Ladrone, a Chinese third class passenger jumped overboard. The ship was stopped and although a search was made their efforts were in vain.

At Central Magistracy, Inspector Kirby charged a Chinese named Chan Sun with the larceny of a canvas bed from a shop in Queen's Road. Defendant had been bound over in July this year for larceny and was sent to prison for two months on yesterday's charge.

London Air-Mail Letter

A Bonar Law Portrait: The King's Holiday At Balmoral: Popular Ambassador Leaves London: "Lady Mayor"—A Civic Problem: The Prince And Industrial Art: Tudor Fate In Hatfield Park

(Special Air-Mail Service)

London, August 16.

A BONAR LAW MEMORIAL

The citizens of the Camberwell district hope to add to their art gallery shortly a portrait in oils of the late Mr. Bonar Law, and also one of his successor as M.P. for Dulwich, the late Sir Frederick Hall. The borough is proud of the association of the late Prime Minister and Sir Frederick Hall, and for some time funds have been collected unostentatiously within the district for purpose of raising this form of memorial to former Parliamentary representatives. Viscount Borodale (Earl Beatty's son) and other M.P.s in that part of London are taking the initiative in the arrangements, and are about to choose artists to paint the portraits. It is their intention to ask Mr. Baldwin to perform the unveiling ceremony.

ROYAL VISIT TO BALMORAL

During the coming stay of the King at Balmoral two or three of the leading members of the Government are expected to receive a summons to spend a few days at the Castle.

It will be in accordance with precedent if the Prime Minister, who will still be at Lossiemouth after the King's arrival in the Highlands, pays such a visit, before returning to London.

Sir John Simon, who is due back from his South American trip on August 29, will be one of the Ministers to make the journey to Balmoral. He will probably be there during the first week of September.

GERMAN EMBASSY CHANGES

Count Bernstorff, who for so long has been popular in London as Counselor of the German Embassy, has left to take up his new duties in the Wilhelmstrasse, where he will, I gather, be dealing with the British and American relations of the German Foreign Office.

His successor, as I was able to predict some weeks ago, is to be Prince Bismarck, who will find his cousin, Baron von Plessen, already installed in the London Embassy as First Secretary. Their mutual grandmother was a Miss Whitehead.

Baron von Plessen has been in London before, and on each occasion enjoyed wide popularity. Both in looks and speech he might very easily pass as an Englishman, and he shares the Englishman's love of sport.

Incidentally he spent most of the war in the internment camp at Donnington Hall.

ARCHBISHOP DAVIDSON

The "life" of Archbishop Davidson cannot be expected for some little time yet.

It is being written by the Bishop of Chichester (Dr. Bell), who for many years was the Archbishop's chaplain and intimate friend.

Dr. Bell has gone away now for two months, and will devote a large part of the time to the biography.

HOW TO ADDRESS HER

Members of many town councils are puzzled as to the correct mode of address to be adopted at public council meetings where a woman mayor is presiding.

The Society of Town Clerks has been appealed to and declares that she should be addressed as "The Mayor." This they deem more appropriate than "Madam Mayor" or "Lady Mayor."

The College of Heralds takes the view that a mayor who is a woman must be addressed in the same manner as if a man had been elected when sending communications to her, but that at council meetings she should be addressed as "Madam."

Many councillors, I gather, are of opinion that "Mr. Mayor" is sufficient and correct. "Madam" does not appear to fit the dignity of the office and "Lady Mayor" smacks of snobbery.

PRINCE OF WALES'S ACTIVITIES

Among the rapidly accumulating engagements awaiting the Prince of Wales after his summer holiday is a dinner in connection with the forthcoming exhibition of industrial arts.

The Prince is chairman of the committee of management, representing the Royal Academy and the Royal Society of Arts, under the joint auspices of which the exhibition is being organised, and as such he will preside at this dinner.

Its purpose is to emphasise the aims and importance of the exhibition, which is due at Burlington House towards the end of next year.

MR. J. B. MONCK'S PROMOTION

It is announced from Buckingham Palace that, while retaining the designation of his Majesty's Assistant Marshal of the Diplomatic Corps as well as his official duties connected therewith at the Foreign Office, Mr. J. B. Monck is now promoted to the position of Vice Marshal of the Diplomatic Corps in the King's Household, which became vacant on the appointment of Sir Hubert Montgomery as Minister at the Hague. Mr. Monck has been Assistant Marshal since 1920, and it is one of his duties to welcome all the State visitors to this country.

Sir John Dashwood also becomes an officer of the King's Household on his appointment as his Majesty's Assistant Marshal of the Diplomatic Corps.

A LEGAL CRISIS

When the possibility was mooted of the Bar having to resign their common room at the Law Courts after the Long Vacation to some of the eighteen King's Bench judges who will when in Town, strong opposition was raised.

Had some alternative not been found, there was talk of serious protest being made by the Bar council.

THE SOLUTION

Happily other plans have been made, which surmount the difficulty.

Not only will the common-law judges be accommodated in the existing courts. The arrangements also provide for some of the Chancery judges, sitting in their own courts, giving them assistance with lists which, swollen by arrears, promise to be very heavy.

ELIZABETHAN RELICS

The Marchioness of Salisbury is taking the keenest interest in the arrangements for the Tudor Fete in Hatfield Park on August Bank Holiday.

Hatfield House will also be open, and in the summer drawing room, off the east terrace, visitors will be able to see the wonderful collection of relics of Queen Elizabeth and her age, which have remained more or less continuously at Hatfield House.

Many of them have never before been exhibited. Among them are the Queen's saddle and buff riding coat and her cradle.

THE BISHOP OF BRADFORD

The Trade Union Congress, which will meet in Brighton next month, has invited the Bishop of Bradford to preach the sermon at a special Congress service which is being arranged.

Dr. Blunt is a breezy and outspoken prelate, and he will take as his subject the "Redemption of Citizenship."

One of his convictions is that bishops are overhoused nowadays. He is said to have refused the See of Worcester because he would not undertake to maintain Hertlebury Castle, an historic moated house.

The Bishop's present house is a mixture of Jacobean and Georgian. He tried to find another, but failed.

FAMOUS DANCER'S DAUGHTER

At the premiere of the new ballet, "Beach," at the Alhambra last night, I heard how Mlle. Nijinsky has come to be a member of the corps de ballet there.

Leonide Massine saw her in New York some few years ago and recognised her by her likeness to her famous father. She was performing under an assumed name, and disappeared when she found she had been recognised.

Not till quite lately in Paris did Massine see her again, and now she is going through the very exacting school work of the Ballets Russes.

LABOUR TROUBLE IN U.S.A.

Flagrant Violation Of N.R.A. Code

Washington, Sept. 4. Among the latest developments in the United States' Recovery Campaign is the proposal for a reconstruction finance corporation (which is legally barred from making direct loans to any industry) to ease the alleged credit stagnation by negotiating loans and mortgage with companies established throughout the country. Mr. Eastman, who is the railway co-ordinator has recommended railways to adjust wages and hours in conformity with the recovery programme.

Ford's position remains undefined, he objects to the labour clause and refuses to recognise labour unions. He won't accede to any law whereby his rivals have access to his books.

Alleging a flagrant violation of the N.R.A. Code, 2,500 trade union employees of the Chevrolet Motor Company, St. Louis, who are affiliated to the General Motors, have protested to Mr. Roosevelt. Several local union officials members of the Code Committee have been discharged. —Reuter.

OPEN SHOP PRINCIPLE

Washington, Aug. 4. The labour problem which has arisen in consequence of the recovery programme is intensified by a demand by the President of the United States to the Chamber of Commerce for the recognition of an "open shop" principle. He urges the Chambers to include in all codes a labour clause similar to that of the motor industry code. —Reuter.

A UNIFIED IRELAND

Opposition to Mr. de Valera

Dublin, Sept. 3. THE policy of the new United Ireland Party, which it is assumed will result from a convention of all the Free State parties aligned in opposition to Mr. de Valera's Government, to be held on September 8, will be (according to the Centre Party) as follows:

The re-union of Ireland, as the most important constitutional issue;

The maintenance of Ireland's right to decide whether or not to remain a member of the British Commonwealth of Nations, and, subject to such right, to preserve Ireland's position in the Commonwealth in view of the economic advantages and the better prospects of unity arising therefrom;

To discredit the type of Republicanism which refuses to have a Republic because it desires to retain excuses for Jingoism; To restore Irish prosperity by a settlement with Britain;

To promote agriculture as the main source of Irish prosperity;

To reduce public expenditure. To obliterate as speedily as possible all Civil War memorials, and to protect individual liberty. —Reuter.

YELLOW RIVER FLOODS

\$130,000,000 Damage In Shantung

Nanking, Sept. 3. A SHOCKING story of distress in Shantung is related by delegates of the Shantung Provincial Government who have arrived in Nanking to report on the Yellow River floods to the central authorities.

They described conditions as appalling. No fewer than twenty-three hsiens in Western Shantung, including 103,000 mow of farmland, have been inundated.

Over three million people are directly affected by the disaster and thousands of them are absolutely homeless.

The total damage in West Shantung alone is estimated to exceed \$130,000,000. —Reuter.

A MATTER FOR REJOICING

Hon. Cadogan's New Appointment

Nanking, Sept. 4. When questioned concerning the Hon. A. Cadogan's appointment, a Chinese spokesman stated: "The Chinese Government has signified its agreement to the proposal of the British Government to send the Hon. A. Cadogan as British Minister to China, succeeding Sir Miles Lampson. His appointment is regarded by Chinese people as a matter for rejoicing in view of his distinguished career and his profound knowledge of the Far East." —Reuter.

SUN FO GOES TO KULING

Another Parley Planned

Nanking, Sept. 3. Mr. Sun Fo, President of the Legislative Yuan, left Nanking for Kiating by steamer today.

He is on his way to Kiating, where a further conference between Chiang Kai Shek and Government leaders, including Mr. T. V. Soong, will take place in the course of the next few days. —Reuter.

SILVER MARKET

London, Aug. 4. Following are the Silver Quotations on the London market today:

Sept. 4 Sept. 2
Spot 18 1/2 18 1/2
Forward 18 3/16 18 3/16
The London on New York cross rate to-day was: £1=45 1/2.

FIGHTING NEAR TUNGNING

Japanese Troops Hard Pressed

Harbin, Sept. 3. A SHARP encounter between about six hundred well-armed anti-Manchukuo volunteer forces and a contingent of Japanese troops is now taking place outside Tungning.

It is learned that the Volunteers reached the outskirts of Tungning on Friday evening. Their progress was halted by troops from the Japanese garrison, who hurriedly left to engage the attackers.

Four hours of sanguinary fighting, in which heavy losses are reported to have occurred on both sides, produced no decisive result.

The Japanese forces, finding themselves exceedingly hard pressed and thinned down as a result of casualties, sent back to Tungning for reinforcements. The rest of the Japanese garrison was rushed to the scene of the engagement to assist their fellows and fighting was still in progress this morning. —Reuter.

IN HONG KONG TO-DAY

FAIR

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.30 p.m., stated:—

No weather report. Forecast:—Light, southerly or variable winds; fair generally with local showers.

EARTHQUAKE FELT IN SOOCHOW

Shanghai, Sept. 4. A SLIGHT earthquake was felt in Soochow on Saturday night, when the city was simultaneously visited by a severe storm.

Tremors occurred in quick succession lasting about five seconds. Fortunately no damage was done. —Central News Agency.

IMPORTS INTO INDO-CHINA

Chinese Goods Taxed 200 Per Cent.

(From Our Special Correspondent)

Canton, Sept. 4. Chinese residents in French Indo-China have sent a representative to Nanking with a view to urging the Ministry of Foreign Affairs for an early signature of a new Sino-French commercial treaty and setting forth views of the overseas Chinese in this connection.

Chang Pao Fang, arrived here today on his way to the capital and sought the opinion of local authorities and merchants on the new treaty. He said that the old treaty has expired, hence the Chinese in Indo-China are subject to heavy taxation and many other restrictions imposed by the French colonial authorities.

According to this representative, Chinese imports to that French Colony are taxed as high as 200 per cent. Chinese merchants there cannot do anything, being without treaty protection.

"This high tariff duty spells havoc to Chinese trade," Mr. Chang continued. "The reason is that many of the goods are sent to Saigon on transit only, as consignments from Yunnan to places in Kwangtung and vice versa are invariably shipped through Indo-China. Nevertheless, the French authorities consider such shipments as imports and liable to pay the high tariff duties."

It is said that merchants in South China will request the Ministry of Foreign Affairs to propose to the French Government that such goods on transit via Indo-China should not be liable to tariff duty. It is further learned that a draft agreement has been drawn up by the Foreign Office with approval of Monsieur Auguste Wilden, the French Minister to China, but that formal signature is withheld.

OIL TRADE IN CANTON

Petition To Ban Foreign Firms

(From Our Special Correspondent)

Canton, Sept. 4. Merchants dealing in oil business have submitted a petition to the South-West authorities opposing foreign oil companies to establish oil refining factories in China at least in Kwangtung, pointing out that the oil business is seriously competed by big foreign companies.

The petition says that the Chinese oil concerns are not doing well and that their business will become worse if foreign firms are permitted to establish refineries in Chinese territory. Chinese oil business is in its infancy, the petition declares, but if foreigners with their enormous capital could erect oil refineries in China, the native companies would never be able to compete with them and would be forced to go out of business.

Criticising the Nanking Ministry of Finance for levying high tariff duties on crude oil from which kerosene is refined, the petition extolls the South-west Political Council for abolishing this excessive duty and hopes the Council and the Kwangtung Provincial Government will take steps to prevent aliens from erecting oil refining factories in Kwangtung.

It was learned to-day that this petition is but a precautionary step to forestall the three big foreign oil firms in Canton from refining oil here. Chinese oil merchants are informed that these foreign companies are negotiating with the Nanking Ministry of Finance for rights to engage in such business, and their petition is aimed at protecting Chinese interests before foreign refining companies make their appearance here.

FIFTH NATIONAL CONGRESS

Request That It Be Suspended

(From Our Special Correspondent)

Canton, Sept. 4. Four important requests were made by Generals Chen Tsai Tong, Li Chung Jen and Tsai Ting Kai in a joint telegram addressed to the Central Kuomintang Headquarters. Mr. Wang Ching Wei, President of the Executive Yuan, and General Chiang Kai Shek, Chairman of the Nanking Military Commission, and released for publication last night.

The three ranking generals of the South-west urged that the Kuomintang Fifth National Congress to be held in Nanking on November 12 be suspended, that the supervision of the proceeds of the U.S. \$50,000,000 wheat and cotton loan from the Reconstruction Finance Corporation be made by representatives from the provinces, that the complete terms of the Tangku armistice be made public in view of the alleged secret political clauses, and that the anti-Japanese forces in Charhar province be maintained.

In the past such pungent telegrams to Nanking were signed by all the members of the Central Executive Committee and Central Supervisory Committee in the South-west including the civil and military leaders. This time only three ranking generals signed the telegram in order to demonstrate that they endorse the views of the civilian leaders and to shatter the Nanking impression that all the telegrams were initiated by civilian chiefs and that the names of the military heads were but supplementary and ornamental.

CONTROL OF SHANHAIKWAN

Liu Endeavours To Gain Control

Peiping, Sept. 4. Liu Shih Wen, a member of the retrocession commission, is still endeavouring to secure control of Shanhaikwan walled city from the Japanese.

Mr. Liu is expected to leave for Tientsin again to-day for his third interview with General Nakamura. Twice before has Mr. Liu negotiated with the Japanese commander in North China for the retrocession of the walled city, but each time he was put off, being told that General Nakamura was waiting for instructions from the Japanese commander in Kwangtung.

Now that General Hsihikari has been installed in Mukden, Mr. Liu is making a third attempt to get this part of the Tangku Agreement carried out. —Reuter.

wheat and cotton loan, the relief of the flood refugees and the financial problems of the Government would be discussed at the Kuling Conference. —Reuter.

ESCAPE FROM TOMBS PRISON

Sensation In New York

New York, Sept. 3. THREE prisoners, who were awaiting trial for serious crimes, have escaped from the famous Tombs Prison.

The Tombs have hitherto been regarded as escape-proof. The fugitives are still at large. Police in large squads are now combing Chinatown for them, armed with tear-gas bombs and machine-guns. —Reuter.

CUBAN STORM DISASTER

Thousands Injured By Hurricane

Havana, Sept. 4. OVER a hundred have been killed in Cuba as a result of the hurricane which struck the island on Friday.

Thousands were injured, a hundred thousand have been rendered homeless and are threatened with famine and disease. —Reuter.

ECONOMIC CONTROL BODY IN CHINA

Nanking, Sept. 4. ONE of the ambitious schemes that the Chinese Finance Minister, Mr. T. V. Soong, intends to put into practice following his return from abroad, is the expansion of the function of the National Economic Council, in order to exercise effective control and co-ordination of economic development of the country.

This council has hitherto been more or less an advisory body, without any administrative or executive rights. —Central News Agency.

THE KULING CONFERENCE

Many Problems To Be Discussed

Peiping, Sept. 4. Dr. H. H. Kung left at 10.30 this morning for Kuling by air, via Nanking.

Interviewed, Dr. Kung stated that the disposal of the American (Continued on previous column).

SOVIET AIRSHIP CRASH

London, Sept. 4. ACCORDING to a sensational report from Stockholm, all occupants of the Soviet airship "W5" were killed when the airship crashed while it was making a trial flight between Moscow and Leningrad.

The Stockholm report is said to have emanated from Riga. It is further reported that another Soviet airship, the "W3," crashed recently, all aboard being killed, but the accident was not disclosed by the Soviet. —Reuter.

The reported crash of the "W5" is a sheer invention, as the airship is, at the present moment, flying over Moscow. —Reuter.

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Air-Mail Sport Letter

The Eden Tournament: Achong Joins Lancashire League: A Wonder Bowler: German & Belgian Golf Championships: Two British Wins

(Special Air-Mail Service)

THE EDEN TOURNAMENT

London, August 16. J. B. Stevenson (Troon St. Meddians) gained a somewhat unexpected victory in the 30-holes final of the Eden tournament, over the Eden course at St. Andrews on Saturday, when he beat D. McMaster (Old Ranfurly) by one hole.

McMaster had all the better of the play for 23 holes and was then four up, having finished the first round with a lead of two holes. From the sixth in the afternoon, however, Stevenson won four holes in a row to square the match. McMaster's short game being at fault. Stevenson led for the first time at the 12th hole in the afternoon round. McMaster putting weakly. Towards the end there was a great struggle, of which Stevenson just had the better.

There was hardly a breath of wind when the final round was begun under a blazing sun. The first hole was halved in a perfect 4, but McMaster gained the lead at the second, where Stevenson was bunkered, and then went over the green, where his ball rebounded from an iron fence when apparently going out of bounds. McMaster recovered well to win the hole in 5. A 2 at the short third won McMaster that hole. Stevenson being in the whins but Stevenson holed out from four yards to win the fourth in 3. Stevenson made a fine recovery at the fifth, where from a precarious position on the side of a bank he put his ball within five yards of the hole and holed the putt for a half. Stevenson, however, was again in the whins at the sixth, which McMaster won. The next two holes were exchanged and a half at the ninth left McMaster three putts at the 10th, where McMaster won a hole, after being bunkered and then on the road. Both were bunkered at the 11th, but Stevenson made the better recovery and deserved to win the hole. At the next two holes, however, he putted weakly and only halved holes he should have won. Another 2 at the 14th made McMaster three up, and with Stevenson's recovery at the next the margin was increased to four. McMaster, however, took three putts at the 17th and was bunkered at the 18th, losing both to finish the round only two up.

McMaster soon increased his lead after luncheon, winning the first hole in 3 and he won the fifth also to become four up. Then came a remarkable change. McMaster was in the rough over the green at the sixth and lost that hole. Weak putting cost him the next three, so that, with nine holes to play, the match was all square. It looked as though the landslide would continue when McMaster was bunkered at the 10th, but a long putt gave him a half. McMaster was bunkered from a poor drive to the 11th, but Stevenson let him off by putting his second into a hazard. McMaster could not get back to his morning's form. Weak putting cost him the 12th, where Stevenson led for the first time in the match. From that point each player won a hole in somewhat scrappy golf, but McMaster was level at the 15th, only to go out of bounds at the short 16th. He holed a long putt there to halve in 4. Stevenson being in the whins, but Stevenson went in front again at the 17th, a half at the home hole leaving him the winner by one hole.

WEST INDIES PLAYER FOR ROCHEDALE

E. Achong, the West Indies left-hand slow bowler, last night signed on for Rochdale, the Lancashire Central League club, as their professional for next season.

Of Chinese extraction, Achong played for Trinidad. He took five wickets for 76 for the Island against the M.C.C. team of 1929-30.

In the first Test at Lord's he secured two wickets for 88 runs, and in the second, at Manchester, he took two for 90.

Rochdale's present professional is J. M. Blanckenberg, the South African. It will be recalled that several Lancashire clubs have been in negotiation for G. Headley's signature.

FREEMAN'S RECORD

Freeman, the Kent spin bowler, took his two-hundredth wicket of the season at Hastings yesterday. He has performed the feat six seasons in succession, an achievement without parallel in the game.

The nearest approach to Freeman's performance was that of Tom Richardson, the famous Surrey player, who between 1895 and 1897 took 200 wickets in three consecutive seasons.

BOYER WINS BELGIAN OPEN CHAMPIONSHIP

SPA, Aug. 8. A Boyer, of Nice, who holds the German Open Championship, today won the Belgian Open Championship with an aggregate score of 282 for 72 holes, on the links of the Club Golf des Fagnes. T. H. Cotton, who is attached to the Waterloo Golf Club, was second with an aggregate of 285. A J. Lacey, who won last year, was well down the field with an aggregate of 301. Boyer, in his first round with a brilliant 67, broke the record for the course previously held by T. H. Cotton. A de Forest, with an aggregate of 310, gained the prize for the best amateur score.

The leading scores were:—
A. Boyer (Nice) 67+74+69+72=282
T. H. Cotton (Waterloo G.C.) 68+71+70+78=285
A. Boomer (St. Cloud) 73+69+72+78=290
P. Alliss (Beaconsfield) 69+76+74+72=291
J. Orenge (St. German) 75+71+75+74=295
J. Saubaber (Bordeaux) 76+71+76+72=295
P. Hirligoyen (Chantilly) 70+72+77+77=296
A. G. Havers (Sandy Lodge) 77+74+78+70=299
W. Cox (Waterloo) 76+72+74+78=300
A. J. Lacey (Selsdon Park) 75+72+75+79=301
A. Perry (Leatherhead) 75+75+76+78=320
B. Hodson (Chigwell) 76+70+75+81=302
Mr. A. deForest (Addington) 75+79+78+80=310

ALLISS WINS GERMAN GOLF CHAMPIONSHIP

Bad Ems, Aug. 13. Perry Alliss, of Beaconsfield, today won the German Open Golf Championship with an aggregate of 284 for 72 holes. Alliss has given abundant proof of the golf that is in him, and his four rounds were models of consistency. His closest competitor, T. H. Cotton, is not yet quite on terms with himself, for he did misplay several counting shots when within striking distance of victory. In the third round Alliss, by holding out in a fine round of 70, gained a lead of four strokes over Cotton, who took a blameless 74 and after that had too much to attempt. In the third round, however, Cotton had several chances, but he did not hole the winning putt.

At the start of the last round, Alliss had a lead of four strokes over Cotton and Havers. Alliss started the last round confidently, going out in 37, and then with a fine spurt came in in 34. Alliss played a good recovery over some bushes at the 13th and got his 4, and had a 4, too, at the long 14th. A 3 at the 18th set the seal on a very good performance.

The French professional, M. Dallemagne, of St. Germain, set up a new record for the stroke with a final round of 87, beating by one stroke the record set up by Boomer yesterday. A Monard finished as the leading amateur with an aggregate of 304.

The leading scores were:—
P. Alliss (Beaconsfield) 72+71+70+71=284
T. H. Cotton (Waterloo, Belgium) 71+72+74+73=290
A. Boomer (St. Cloud) 73+69+72+78=290
M. Dallemagne (St. Germain) 77+77+75+67=296
A. G. Havers (Sandy Lodge) 71+73+73+79=296
A. Boyer (Nice) 74+74+74+78=298
E. Roberts (Stockholm) 72+73+74+77=299
J. Kerr (Hamburg) 79+74+77+70=300
A. G. Stempt (Aachen) 74+77+74+78=301
A. Perry (Leatherhead) 75+73+80+74=302
B. Hodson (Chigwell) 75+76+74+77=302
P. P. Wynne (Eurewood Downs) 73+78+77+77=303
A. McNair (St. George's Hill) 73+78+77+78=304
A. J. Lacey (Selsdon Park) 75+77+78+78=308

SWATOW SPORTS NEWS

(Special to the "Daily Press.")
THE TENNIS CHAMPIONSHIP

Swatow, August 30. The Chinese Open Tennis Singles Championship has come to an end, the honour having gone to Harry Shih, his opponent in the final being Lee Hua Kak. Both players were disappointing, especially the champion who appeared very out of form that day. Owing to the falling light the victory had to be decided two days after. Though Shih retains the title, his play was severely criticised. Lee was playing a good game and the consensus of opinion was that he would win. But his opponent "played for time," delaying the game one way or another in the hope of better luck in the replay. His opponent unfortunately got impatient and lost what might otherwise have been the winning set. Light was by this time falling and a halt was called when the sets stood at 2-2. In the replay two sets after Shih succeeded in taking the set and winning by 6-4. Local Chinese papers made very pointed comments on the match.

INTERNATIONAL TENNIS

Four nations have joined up for this competition. Japan, China, France and Great Britain. The latter has been eliminated by China in the two singles. Although the British players did quite well the Chinese were much too good for them and won in straight sets. If Ricketts had been able to play he would probably have accounted for either of the Chinese players.

France did not play her match with Japan and the latter received a walk.

On the 25th Japan lost two singles to China, and again the better players won. The match was on a private court and proved a very sporting affair. "Japan" judging by the standard of play of her representatives, should account for Britain in both singles and doubles, when they meet. There is no doubt that the honours will go to China.

USA. for several years now has not been able to field a team.

SWIMMING

Sea bathing is very popular with the Chinese this season, the rendezvous being Masu. Hundreds of them are seen there on Sundays. The most frequented shack is that of the Swatow Athletic Association and the Customs Chinese staff.

For two weeks the number of Chinese going there has been considerably reduced, partly due to the rumours of "kidnapping" and also a big government public shack has been erected near the harbour. This shack is convenient and popular. At least some eight hundred bathers and non-bathers were seen there and in the vicinity last Sunday.

U.S. BASEBALL

Giants And Braves Draw Match

New York, Sept. 4. NEW YORK Giants had their second game in the double-header against the Braves abandoned at 4-4 in the ninth innings on account of the Sunday time limit.

National League			
	R.	H.	E.
New York	4	10	1
Boston	3	13	0
Game went to 14 innings.			
New York	4	4	0
Boston	4	11	3
Pittsburgh	3	12	2
Cincinnati	9	12	0
St. Louis	3	7	0
Chicago	1	8	0
American League			
Boston	2	7	0
Washington	3	16	1
Cleveland	14	17	0
Ferrill hit a homer.			
Chicago	3	12	3
Detroit	1	8	1
St. Louis	2	6	1

DAVIS CUP TENNIS

Switzerland In 1934 Contest

Montreux, Sept. 4. By defeating Belgium by 3 matches to 2 yesterday Switzerland qualified for the 1934 Davis Cup contest as the result of their quarter-final triumph. The other nations who will be competing in next year's contest are Austria, Italy, Australia, Japan, Czechoslovakia, Britain (the holders), France, and America.

V.R.C. SPORTS

Arrangement For The Open Championships, Etc.

Programmes and entry forms can now be obtained for the Victoria Recreation Club annual aquatic sports which are to be held on September 25th, 26th, 27th and 28th, 1933. Entries close at 6 p.m. on Monday Sept. 18. The events are as follows:—
1.—100 yards, free style, Open Championship.
2.—100 yards, back stroke Open Championship.
3.—100 yards, free style, Boys Championship. (15 Years and under).
4.—200 yards, free style, Open Championship.
5.—100 yards, breast stroke Open Championship.
6.—50 yards, free style, Open Championship.
7.—40 yards, free style, Open Championship.
8.—100 yards, free style, Ladies Championship.
9.—High Dive, Open Championship.
10.—Team Race (6 men each 50 yards).
11.—200 yards, free style, Open Championship.
Heats (if any) will be swum off on Friday, 22nd September, at 5.00 p.m. sharp. Races will commence at 5.30 sharp on each day.
The entrance fee is \$1.00 per event and for the team race \$3.00 per team.

FRIENDLY TENNIS AT K.C.C.

Team From Macao Entertained

LOCALS WIN EASILY

The tennis game arranged between a team of players from Macao and the Kowloon Cricket Club took place on the K.C.C. courts yesterday and was won by the K.C.C. by 7 1/2 points to 1 1/2. The arrangement was for each pair to play every other pair best out of three sets and thus the game did not finish till dark but an enjoyable afternoon's tennis was had by all.

The local players, as the scores indicate, were too good for their guests. The visitors are a young team and they have some promising players but at present they are somewhat inexperienced and prone to hit out at the wrong ball. They were very weak in their ground shots but made up by reliable overhead work. In service practically the whole team specialised in the chop variety but this did not pay them. Jose Boyol had a fast first service but seldom got it right and his second was of little account.

The best Meccanese pair were de Melho (the captain) and da Silva. They beat Hambly and Stapleton and lost to Guest and Burnett by only a narrow margin. Bad light stopped play in the final set between the Boyol brothers and Hambly and Stapleton.

E. C. Fincher and Mackay were in the best form for Kowloon, winning all their three matches without trouble.

Unfortunately the Mixed Doubles matches had to be called off.

The following are the detailed scores of the matches:—
L. A. de Melho and M. da Silva (G.D.A.) lost to E. C. Fincher and N. Mackay 4-6, 2-6; lost to A. E. P. Guest and G. C. Burnett 4-6, 3-6.
J. Boyol and A. Boyol (G.D.A.) lost to Fincher and Mackay 3-6, 3-6, 3-6; drew with Hambly and Stapleton 6-5, 2-3.
Alfredo Silva and Alberto Silver lost to Fincher and Mackay 3-6, 4-6; lost to Guest and Burnett 5-6, 0-6; lost to Hambly and Stapleton 5-6, 5-6.

FOOCHOW TENSION SUBSIDING

Foochow, Sept. 4. THE only official reports of the Communist troubles available here to-day are in regard to the latest situation in north-west Fukien, where the Reds have scored a signal success in carrying the Government troops before them. It is officially claimed that those Reds who gained a certain strategic point in the Yenping district have been beaten off, while Shun-Chung, to the north-west of Yenping, is being relieved from siege by the timely arrival of a strong detachment under General Mao Wei Shou. The Red invaders appear to have been falling back on Taining. This welcome news had an immediate soothing effect on the inhabitants of Foochow. Anxiety in the city has been somewhat allayed.—Central News Agency.

BRITISH TRAVELLER IN GERMANY

Still A Quiet And Well Ordered Land

Busy Berlin Looks Prosperous

Berlin.—My first impression, on visiting the Germany of Herr Hitler is that, on the surface at least, it is exceedingly like the Germany I saw ten years ago.

The blue-uniformed officers who boarded the train in which I crossed the Dutch frontier had a new air about them of alertness and confidence. But I could see no other change.

I had expected meticulous investigation of my belongings, but my offer to open my not-very-considerable baggage, was smilingly waved aside. A glance at my passport, a friendly inquiry as to whether I had more baggage in the baggage-van, which I had not, and a reassuring statement that it was unnecessary to register the money I had brought with me, since it did not exceed £15, and I found myself at liberty to proceed.

I had nothing about me to account for any exceptional treatment. A merchant from London who shared the second-class compartment in which I traveled was passed with equal absence of formality. I saw no luggage taken out of the train. There was no noticeable wait at the frontier station. My fellow passengers, so far as I could observe, were treated like myself. German, Dutch and French were spoken among them, so I do not think any national discrimination was made.

Careful Agriculture.

The crops we passed through as the train sped over the open country of Westphalia were at first so heavy and variegated as to suggest a procession of prosperous market-gardens. The country was for the most part flat. Close-spaced strips of winter and spring wheat interspersed with darker areas of rye gave the appearance of patchwork. There were practically no fences to break the view.

Men, women and children were to be seen in lines keeping step with one another as they hoed through the patches. Substantial houses of red brick, roofed with corrugated tiles and surrounded by

well-kept grass fields in which quantities of white-and-black cattle were grazing, alternated with closer settlements and factories. It was not possible to see to what extent manufacture was proceeding, but paucity of smoke suggested most of the machinery was idle.

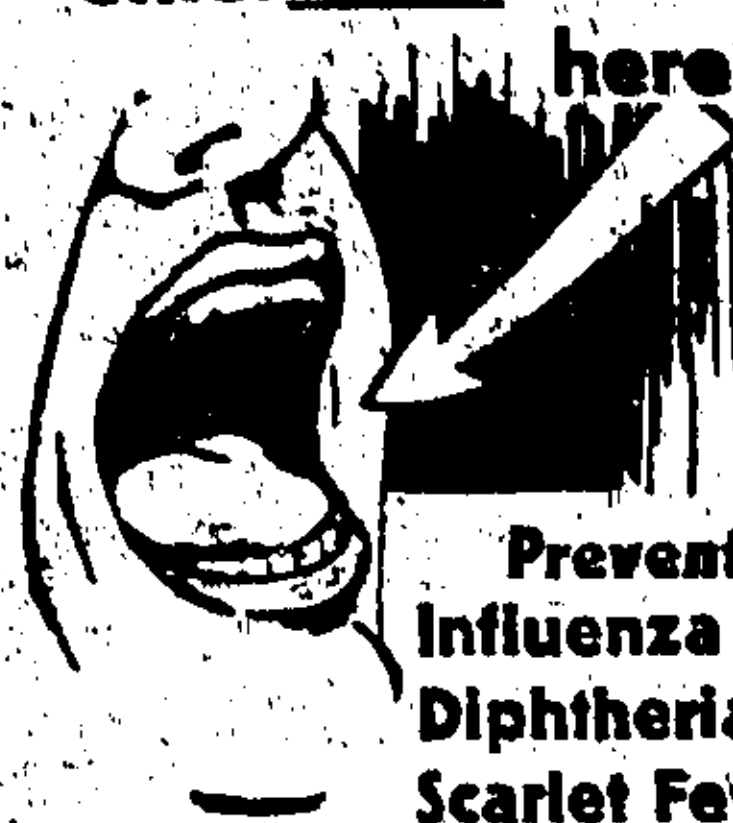
Farther on, in the great upland of Hanover, the sandy soil was unduly dry and the crops were definitely poor, though the same neatness in cultivation prevailed. The careful spacing of the trees in well-tended pine forests through which we passed, contrasted strikingly with the unkempt splendor of England's wasteful woodland. Two wild deer browsing unconcernedly near the line reminded one that thick as is the population of this part of Germany there is still some space available.

Berlin.

Berlin, where the train arrived punctually, was a hive of humming activity. Coming in through Charlottenburg, one looked down from an elevated railway upon a busy agricultural exhibition. A big white sheet slung across the street announced in gigantic black letters "Willkommen Landwirte" (welcome to farmers). Above the tops of the trees which line many of the Berlin streets shone out the gilded cupola of the Reichstag. Below it could be seen new rafters which are already going to replace the recently burnt-out roof. Red banners with white center bearing the swastika of the National Socialists fluttered in endless repetition along and above the rushing traffic of the street.

Luxurious motorcars, omnibuses and lorries made road crossing a venture not to be lightly dared. But the traffic was well regulated. An occasional mounted policeman in smart blue uniform was to be seen, as a taxi took me through Unter den Linden. Elsewhere ordinary constables were on duty. Young men in smart burnt-stemna uniforms, the famous "brown shirts," were among the pedestrians. Few heads turned as they

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passed, and so far as the ordinary visitor was concerned they might have been members of some student corps. I saw no one either molested or apparently in expectation of interference of any kind.

The street cafes are busy, but the hotels are comparatively empty. Food prices are high. Germany's 5,000,000 unemployment problem was recalled by unwonted numbers of loiterers upon the sidewalks. I did not see a single beggar, though I am told they are to be found. Newspaper selling was active. Groups also surrounded store windows where decrees by the new administration were displayed.

A Lecture On Jutland.

After dark I went into a museum where a lively lecture on the battle of Jutland was in progress. Way was made for me, civilly, and the lecturer said not one word to which, as an Englishman, I could take exception. His theme was the gallant deeds of the German Navy, but he gave due credit also to its no less intrepid foe.

Later still I walked down the Friedrichstrasse. It was a fine night and holiday-makers crowded the sidewalks. But nobody spoke to me and everywhere normality appeared to prevail.

I have so far found quietness, order and civility. Whatever may be going on underground, the Berlin of the moment shows to the casual visitor not the slightest sign of anything unusual afoot.—"Christian Science Monitor."

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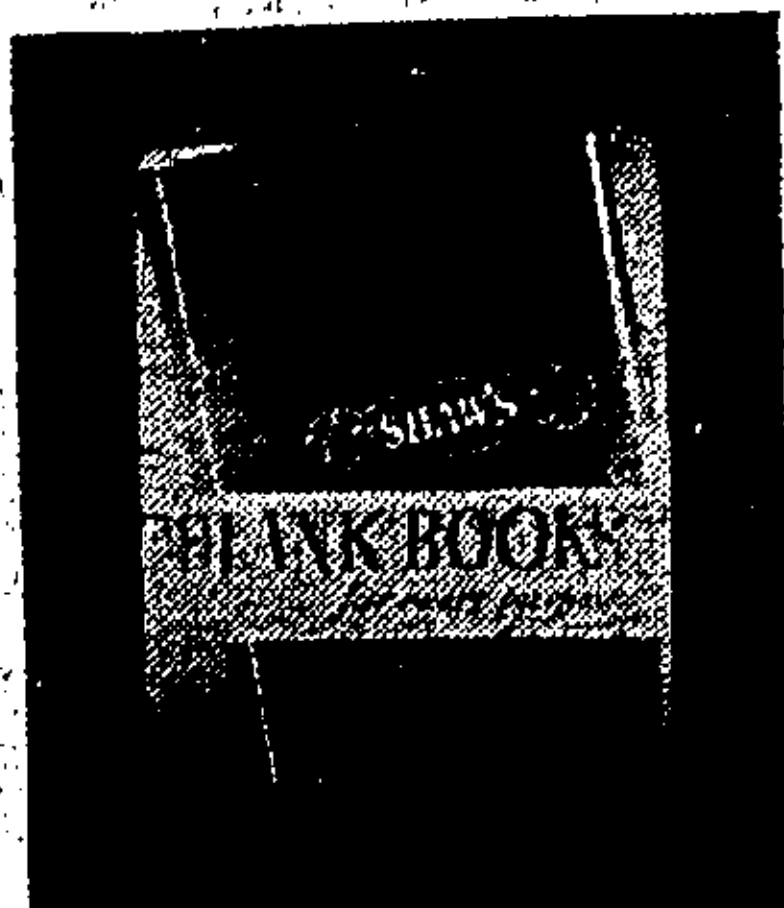
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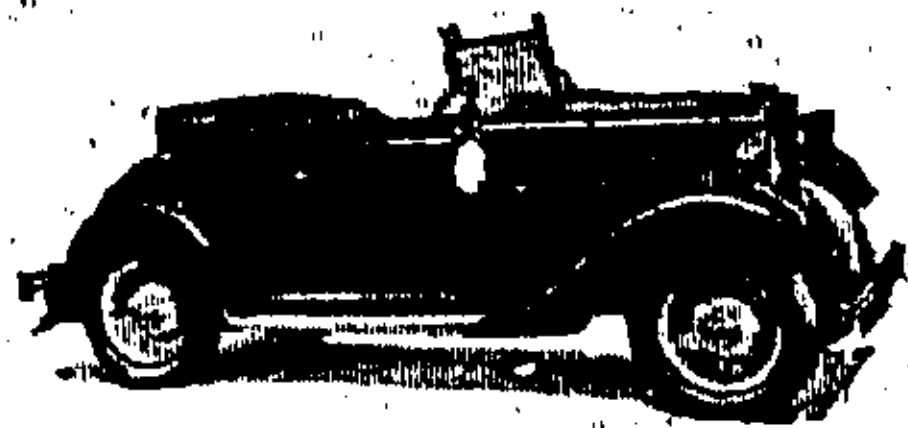
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SUPPLEMENT NO. 183

HONG KONG DAILY PRESS, TUESDAY, SEPTEMBER 5, 1933.

11



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BANGKOK RIVER TRAGEDY

Fourteen People
Drowned

ELEVEN BODIES RECOVERED
AFTER LAUNCH
CAPSIZES

Bangkok, Aug. 28.

Fourteen lives have been lost in a sad drowning tragedy up the river from Bangkok. A launch capsized and flung all the occupants into the water. Up to the present eleven bodies have been recovered. Three other passengers are missing.

The launch, the Nowarat, foundered at a place called Wang Yang, a village between Paknampon and Chum Seng. The Nowarat, with between forty and fifty passengers on board, was proceeding from Paknampon to Chum Seng and approaching a part of the river where there is a very sharp bend. At this bend on the outer portion of the river at this time of the year there is a very strong current and much broken and turbulent water, and on frequent occasions, apparently something approaching a small bore comes down the river without warning, which makes this particular spot a somewhat difficult one.

Passengers in Panic

The Nowarat was approaching the bend on the inner side in still water when the Nai Thai was asked by one of the passengers to cross over to the other side to enable him to land; the Nai Thai immediately put over his helm and made for the other side. On encountering the swift current and the broken water the launch heeled over slightly, and the passengers being alarmed, dashed to the other side. The launch then heeled over in the opposite direction and shipped some water. This apparently increased the panic against the passengers, who again dashed across to the opposite side, thus causing a heavy roll to the launch and she shipped more water and then, finally, sank about twelve yards from the bank in deep water.

A professional diver and all necessary gear were forwarded by the Steam Packet Company to Paknampon in order that every effort might be made to raise the vessel without delay—Singapore Free Press.

CHINA'S SALVATION NOT IN THE AIR

False Hopes Based On Fleet
Of 3,000 Aeroplanes

Nanking, August 29.—In an elucidation of the Government's foreign policy, Mr. Wang Ching Wei today said:—

"It is said that, if we could build a fleet of 3,000 aeroplanes, we could avenge our wrongs. This is idle talk, for we have not so many aeroplanes at the present moment, and will others calmly allow us to train a force of 3,000 planes? What if we find that others have 4,000 or 5,000 planes after we have got our 3,000?"

Mr. Wang then alluded to an old saying: "If we harbour a scheme against another, it is dangerous to let it be known." For China to ally herself with or seek assistance from any other country was out of the question. It was only when they could preserve their own existence that there could be co-existence. He compared China's present state to a person on a sick-bed who had to be placed on a diet and was not allowed too much nourishment. The fact that China needed outside assistance showed that her ailment had not improved. —Kuo Min.

KOWLOON'S CITY IN A BUILDING

Some Of The Possible
Amenities

(By Our Special Correspondent.)

Kowloon is to have another giant building soon, and at the present rate, there will be nothing left for Hong Kong to do but to follow suit, unless the islanders want to be called old fashioned and non-progressive.

This latest addition to the Peninsula's already long list of modern and up-to-date apartment houses will be known as the Malaguna Mansions, and as details of this have already been given in our issue of last Saturday, I shall not go into them again, except to mention a few points which were, owing to lack of space omitted, or passed over with a bare mention.

It is known that there will be one hundred and twelve flats in the building, but it is not generally realised that there will be no back flats. That is to say, the building will be constructed in such a way that every flat will look out onto the sea and thus be assured of plenty of light and what is more important still, fresh air from Lyemooon.

Unlike the custom of most modern flats, the eight lifts that will be installed in this building will not be automatic ones, and for a very good reason. It has been found that where automatic lifts are installed, there is a lot of "illegal usage"—that is to say, compradores' boys, coolies and other people, including small children, on their own, who have no business to do so, make use of the lifts, often with disastrous results to the working order. Another reason is that the lift attendants (they will work in three shifts) who will be on duty day and night, will also be "watchmen" and thus keep off all undesirable people (including, perhaps, the shroffs).

I saw a plan of the building and from it I gathered that Malaguna Mansions will be a real credit to Kowloon when completed. There is to be a lawn in the front of the building and here will be installed a number of fountains, which, unlike most of the fountains in Hong Kong, will be in play constantly. It is in this direction that I would like to make a suggestion.

With a large piece of ground at

their disposal, residents in the building (who are going to be the shareholders) might reserve a small plot to be used as a playground for the children of residents, with the usual equipment thrown in. As it is, Kowloon is deplorably short of children's playgrounds, and a privately owned one would be a decided advantage for those concerned.

If, however, it is said that such a plan would spoil the "beauty" part of the building, let us take another alternative. In a building like the proposed one, there is bound to be a lot of "roof space" and as it would be absurd to hope to use up the whole of the spacious roof as a "roof garden," the children's playground, will, I should imagine, be taken up here. In fact, I should imagine a playground there would be preferable to one in the lawn, for this reason; that the playground on the roof would be comparatively free of the dust that collects "downstairs." Let us then look ahead a little.

On one side of the roof, let there be a covered playground for the little ones and on the other, let us have the roof garden, where dancing and the like may be arranged. The middle part of the roof may be used as an open-air terrace where both young and old may spend the cool hours of the evening, and if it does not sound too ambitious, a miniature golf course might be laid out there. A radio set would no doubt be very welcome, and perhaps, as time goes on, the "Malaguna Residents" may even have their own band concerts in their roof garden, just to set an example.

The scheme seems to me to be very attractive, and I feel sure that people who intend making their homes here permanently in the Colony will take advantage of the offer the Perpetual Trust Company. The building is to be of the most up-to-date type, and the site has no equal in Kowloon. With such a leader as Sir Robert Ho-tung at the head of things, I predict a happy future for the Company, and later, for the shareholders.

THE MILLIONTH VISITOR

At Chicago Fair

ARMY OF REPORTERS,
CAMERA MEN AND
WHAT NOT

Chicago—It's easy enough to be a millionth visitor at a Century of Progress, if you just walk through a turnstile at the right time. But to determine who the millionth visitor is, and to be ready with reception committees, medals, photographers and reporters, requires considerable planning.

The elaborate preparations necessary to determine the proper person to honour were made known here this week when little Joan Doe clicked up the 6,000,000 point in the exposition's attendance record.

It seems that with eight main gates to the exposition, and a considerable number of turnstiles at each, it is no simple matter to determine who is actually making the record. The south gate is nearly three miles away from the north gate, and if reports were not made very rapidly, it would be impossible to know which gate was admitting the visitor who registered a million mark. What happens, according to

the exposition officials, is this:

"As the million marks are approached special watchers are put on duty at the master clocks in the comptroller's office where the attendance figures are recorded by electric transmission from the various gates of the exposition.

"Other men are detailed at the various gates in constant communication with the men watching the clocks. As the million number is recorded, the man at the gate which records that number is notified and he is able to identify the turnstile and the person coming through it."

Even then it's not easy. Several persons may be in the embrace of several turnstiles at the same gate at the same moment. Then the watcher must use his best judgment. There are no ties.

It's not wholly a matter of mechanics, this recording the millionth visitor. Reception committees must be notified and in waiting. News photographers must be called in. Reporters must be on hand. This calls for more planning. Sometimes the receptionists are ready as much as two hours before the new million mark is reached, it is said. Even so, they are fortunate if they are at the right gate. If they are not, then the visitor to be honoured is required to wait until the group arrives.



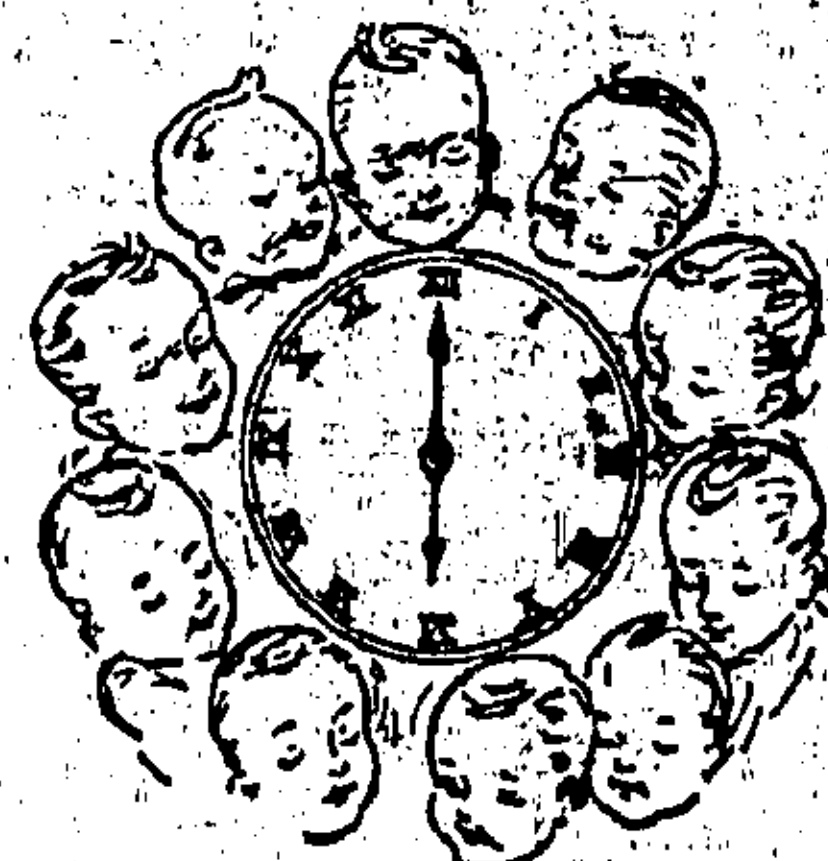
THE JADE TREE, 31, Hankow Road, Kowloon.
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Depth on Centre of
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The reader gets a picture or rather a series
of pictures of life in Modern China, and at
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AUSTRALIAN BANKING FIGURES

Improvement In June Quarter

A slight improvement in bank-
ing conditions is shown in the
quarterly average figures of banks
trading in Australia in the June
term. There has been a small rise
in advances and a fall in deposits,
indicating slightly more trading
activity. The movements are fav-
ourable to the banks, as recently
deposits have so far exceeded ad-
vances that there has not been
much profit to the banks in the
business. Any increase in advances
is welcome, because it shows re-
turning confidence. Advances in-
creased by £1,638,118 in the last
quarter, and they are £1,747,718
greater compared with the June
quarter last year. Deposits are
still large, but the lower rates of
interest offered on fixed deposits
have caused a steady decrease in
amounts left with the banks in
this way. Fixed or interest-bearing
deposits are £1,995,801 lower in the
quarter and £4,262,311 lower in the
year. Deposits on current account
not bearing interest are £1,049,957
lower in the quarter, but they show
an increase of £1,900,610 in the

year. There has been a fall of
£2,381,895 in total deposits in the
last year.

Greater Stability.

There has been a conspicuous
decrease in the amount of Aus-
tralian notes and cash with the
Commonwealth Bank, the decline
in the last year being £8,378,819,
of which £2,521,740 represents the
decrease in the quarter. This re-
duction in cash reserves indicates
greater confidence in the stability
of conditions generally. The re-
duction in cash has reduced the
proportion of cover for deposits.
The ratio of cash to total deposits
is 15.04 per cent. this quarter, com-
pared with 15.82 per cent. in March
and 17.9 per cent. in June last year.
Cash gives cover of 46.4 per cent.
for call deposits, compared with
42.79 per cent. in March and 57.1
per cent. in June last year. If
Treasury bills are included with the
cash—and they are the equivalent
of cash, as they bear a promise of
redemption on demand—there is
cover of 64.03 per cent. of liquid
assets for call deposits, against 59
per cent. in March and 62.5 per
cent. in June last year.

Local Efforts.

Lady Thomson, the wife of the
Governor, has placed herself at the
head of a Colombo organisation
whose object it is to mitigate, so
far as local custom and vested
interests will permit, the suffering
of the little children who are
bought and sold in Ceylon. But
the standard of philanthropy in
Ceylon must indeed be low if, as
there is every reason to suppose,
the wife of the Governor finds her-
self hampered on every hand by
lack of support owing to the indif-
ference of the wealthy Ceylonese
and white planters.

In Ceylon "adoption" is the
blessed word used to cover up a
peculiarly odious traffic. In the
report and its annexes issued by
Lady Thomson's committee this
year, we are told that—

Under present conditions a child
can be given away or even sold
into service, which is entirely
uncontrolled, and there are cases
where all the efforts of police
and society have failed to dis-
cover the whereabouts of a child

and where therefore very grave
suspicion of unhindered foul play
has arisen.

"Sold into service" is slave-
trading, whatever effort may be
made to cover the practice by some
less malodorous term; in Ceylon
they do not hesitate to call iniquity
by its proper name.

The system in Ceylon, like every
other slave system, tells its ghastly
story in the treatment of the
slaves. No doubt many of them,
as the editor of the "Times of
Ceylon" has said, are treated very
well, but he also said that the
system is slavery of a "truly ter-
rible type," and that "prosecu-
tions in the courts have shown
that sometimes these hapless nites
are brutally thrashed; sometimes
they are burned by red-hot irons
and firebrands; sometimes pins
and needles are thrust between
their finger-nails and the flesh,
sometimes hot chillies are rubbed
into their eyes. Almost invariably
they are rubbed into their eyes
overworked; in innumerable cases they
are underfed. I have never known
a case where they received any
wage."

Evidence of Torture.

The police courts do indeed tell
a tragic story. In Lady Graeme
Thomson's report this year there
is a typical case quoted of a son
venturing a "horrible revenue" upon
his father's little "slave" of ten
years of age for refusing certain
infamous proposals. The cries of
the child during the burning and
branding brought a crowd to wit-
ness it. When prosecuted the son
of the owner of the child asked
that he might be pardoned!

The press of Ceylon has been
altogether admirable in its support
of Lady Thomson's committee.
In one editorial upon her work we
are told that in nearly every case
of "adoption" the child is acqui-
red as a servant. One of the
tragedies of these little children
are bought and sold is that they
are little tots of four to six years of
age, and, as the "Ceylon Obser-
ver" says: "They are often burnt
and beaten because they are inapt
and troublesome; in certain cases
they are overworked and under-
fed."

So long as the system of buying
and selling continues, so long will
there be revolting stories of brand-
ing, burning, flogging, and ill-
treating of these little children.
The constitutional Government of
Ceylon should lose no time justifying
its creation by commencing
without delay the abolition of this
system of slavery called "adop-
tion." Pending its abolition every
"adopted" child should be regis-
tered, and inspectors should be
appointed to see that these child-
ren are decently treated. "The
Times."

FIRE FIGHTING IN HONG KONG

Considerable Improvements

(Continued From Page One)

for which have to be disconnected
before going to a call.

When A Call Is Put Through

On the point of efficiency, it may
interest readers to know that
when a call is put through to the
Fire Brigade, the fire appliances
are on the move in a matter of
seconds and certainly within a
minute. At night, men on duty
sleep in their uniforms and boots
by the side of the appliance and
in the event of a call they only
have to don their helmets and can
be off. The local system is based
on the system prevailing in the
London Fire Brigade.

The growth and development of
the Fire Brigade during the past
ten years has been considerable,
and the progress made by the de-
partment entrusted with the work
of fire fighting has been enor-
mous. The men are now regularly
drilled daily by qualified officers,
and a special drill takes place
once a month at the Central Fire
Station compound and at the
Railway area in Kowloon. The
drills last for about an hour and
a half and are by no means mere
parades. They are what might be
described as "wet drills" and water
hoses and other apparatus used.
Care is also taken to make the
drills as interesting as possible so
that a varied programme is pre-
sented to those taking part. Any-
one who have seen these men at
a fire can appreciate the value of
these drills.

The Different Stations.

The Central Fire Station, until
1923, was housed at Queen's Road
in a block that has since been
pulled down and on which now
stands Ho Tung Building. In 1923
it moved into David House and
when the present building was
completed in 1928, it moved into

its new home. The Wanchai Fire
Station was put up in about 1920,
when a cinema was converted into
the brigade's headquarters in that
district. This station has recent-
ly removed to a site slightly fur-
ther down the road, and near the
old No. 2 Police Station.

The Kennedy Town station was
acquired in 1923 when a part of
the Sanitary Board Coolie's quar-
ters in Belchers Street was taken
over and a fire appliance housed
there. It has now an ambulance
as well.

The Mongkok station was ac-
quired in 1924 and was at first a
temporary station established at
the same site as the present sta-
tion, the place having formerly
been used as a Police Station. It
was found necessary to enlarge
this station and it has now two
fire engines and an ambulance. It
is understood that the establish-
ment of a fire station in Shamsul-
po is being considered and it may
be that the new station will be
either housed in the Shamsulpo
Police Station or very near it.

It will be seen that the Hong
Kong Fire Brigade, which some-
times comes in for a good deal of
criticism, is in fact performing a
difficult duty unusually well. The
geography of the Colony does not
lend itself to speed work, but in
spite of this the local Brigade has
been trained to such a pitch of
efficiency that within a few
minutes of a call they are always
on the scene, whether the call be
from a crowded area in Central
district or whether it is from an
isolated spot on our hillside, or in
the mainland.

In "Echoes of 1858" will be found
an account of a fire in December
of that year with a description of
the way in which the local equip-
ment stood the strain.

CHILD SLAVERY IN CEYLON

An Odious Traffic

HOW THE "ADOPTION" SYSTEM

Nearly a hundred years ago
Clarkson, the Abolitionist, and his
friends protested against the set-
tling up of the Liberian Republic
because it was proposed to create
that State without placing experi-
enced administrators in effective
control. Clarkson knew that he
was right. First Liberia has
shown, now Ceylon seems like
showing, that it takes many gen-
erations to evolve humane and en-
lightened administration in trop-
ical countries. When a constitu-
tion was given to Ceylon two years
ago everybody hoped that the
people of that beautiful island
would rise to their responsibilities
and begin in earnest to remove
some of the blot upon its name.
For two years we have waited, and
there are still few signs that a stop
has been put to the practice of
the buying and selling of children.
According to the 1928 Anti-slavery
Convention, the buying and selling
of human being is slavery.

The 5,000,000 people have the
Government of the Colony in their
own hands. It is true that the
Governor, Sir Graeme Thomson,
is the British official head, but he
is a constitutional ruler with a
State Council of fifty persons, of
whom forty-six are elected, whilst
the executive and legislative gov-
ernment of the island is in the
hands of responsible Ministers.

Local Efforts.

Lady Thomson, the wife of the
Governor, has placed herself at the
head of a Colombo organisation
whose object it is to mitigate, so
far as local custom and vested
interests will permit, the suffering
of the little children who are
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can be given away or even sold
into service, which is entirely
uncontrolled, and there are cases
where all the efforts of police
and society have failed to dis-
cover the whereabouts of a child

HAMBURG AMERIKA LINIE

NOTICE TO CONSIGNEES

THE Motor Vessel
"DUISBURG"
sailing arrived from Hamburg and
Ports of call, Consignees of Cargo are
hereby notified that their Goods are
being landed and placed at their risk
in the Hong Kong and Kowloon Wharf
and Godown Company's godowns at
Kowloon, where Delivery may be
obtained as soon as the Goods are landed.
Optional Cargo will not be landed
here, unless Notice has been given 48
hours prior to vessel's arrival, but carried
on from port to port to the final port of
call to which the option extends.
No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
Tuesday, 5th September, will be subject
to Sale.
All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on Satur-
day, 2nd September, at 10 a.m. by our
Surveyors, Messrs. Godard & Douglas.
To comply with the General Bonded
Warehouses Regulations, consignees must
have a Revenue Officer in attendance
when damaged dutiable goods are
examined.
All Claims must reach us before the
Tuesday, 3rd October, 1933, or they will
not be recognised.
No Insurance will be effected.
Bills of Lading will be countersigned by
JEBSEN & CO.,
Agents.
Hong Kong, 29th Aug. 1933. (175)

SILENT MACHINE-GUN

Japanese Claim

(Special Air-Mail Service)

LONDON, Aug. 18.
A machine-gun, described as be-
ing silent and working without
gunpowder, has been invented by
a man at Nihombashi, Japan. The
inventor is a Mr. Shimizu, and the
gun is stated to be capable of firing
at a tremendous speed.
It is stated that the projecting
force of the new machine-gun is
the centrifugal energy of a re-
volving disc set in motion at great
speed by a small petrol engine.

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SAILINGS TO

NORTH CHINA & JAPAN

—	(HAL) M.S. "KULMERLAND"	6th Sept.
—	(NDL) M.S. "SAALE"	8th Sept.
—	(HAL) S.S. "BOCHUM"	22nd Sept.
—	(NDL) S.S. "LAHN"	24th Sept.
8th Sept.	(NDL) M.S. "TRAVER"	5th Oct.
17th Sept.	(HAL) M.S. "DUISBURG"	5th Oct.
29th Sept.	(HAL) M.S. "BÜHR"	30th Oct.
29th Sept.	(HAL) M.S. "SAUERLAND"	30th Oct.

SAILINGS TO EUROPE

DESTINATION

Genoa, Rotterdam, Hamburg.
Marseilles, Dunkirk, E'dam, H'burg, Bremen.
Genoa, M'les, Havre, Antwerp, E'dam, H'burg.
Genoa, Marseilles, Oran, E'dam, H'burg, Bremen.
M'les, Amsterdam, Rotterdam, Hamburg, Bremen.
Genoa, Barcelona, Rotterdam, Hamburg.
Genoa, Rotterdam, Hamburg.

NDL, Hongkong/South Sea Islands Service: S.S. "FRIDERUN" 17th September, 1933 to MADAG, RABAU and ports.

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Queen's Building, Tel. 26378.

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CARLOWITZ & CO., Slake Road.

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By GLUYAS WILLIAMS



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SATURDAY, SEPT. 2.				SATURDAY, SEPT. 2.			
Buyers	Sellers	Share	Nominal	Buyers	Sellers	Share	Nominal
Banks							
\$1.815	\$1.895	2199	H.K. Banks	\$1.815	...	...	...
...	...	2199	Do. (London)	...	...	...	...
...	...	2199	Chartered Banks	...	...	...	...
...	...	2199	Merchants Bk. "A"	...	...	...	...
...	...	2199	Do. "C"	...	...	...	...
...	...	2199	Bank of East Asia	...	...	...	...
...	...	2199	N. C. & S. Bank	...	...	...	...
...	...	2199	Am. O. Fin. Corp.	...	...	...	...
...	...	2199	Ch. Fin. Corp. Ord. S.	...	...	...	...
...	...	2199	Do. Prof. S.	...	...	...	...
Insurance							
\$315	...	...	Canton Insurance	...	...	...	...
\$1.80	...	...	Underwriters	...	...	...	...
\$565	...	...	Union Insurance	...	...	...	...
...	...	...	China Fire	...	...	...	...
...	...	...	H.K. Fire	...	...	...	...
...	...	...	International Asso. S.	...	...	...	...
Shipping							
\$32	...	...	Douglases	...	...	...	...
...	...	...	Steamboats	...	...	...	...
...	...	...	Indos (pref)	...	...	...	...
...	...	...	Do. (def)	...	...	...	...
...	...	...	Shells	...	...	...	...
...	...	...	Waterfront	...	...	...	...
Mining							
79 cts.	80 cts.	80	Amatons	80 cts.	...	...	...
...	...	...	Baguio Gold	...	...	...	...
...	...	...	Bengat Consolidated	...	...	...	...
...	...	...	Do. Exploration	...	...	...	...
...	...	...	Do. Goldfield	...	...	...	...
...	...	...	Big Wedge	...	...	...	...
...	...	...	Gold Creek	...	...	...	...
...	...	...	Ipo Mining	...	...	...	...
...	...	...	Itogons	...	...	...	...
...	...	...	Kailans	...	...	...	...
...	...	...	Langkai (single S.	...	...	...	...
...	...	...	Explorations	...	...	...	...
...	...	...	Shanghai Loans S.	...	...	...	...
...	...	...	Ranbs	...	...	...	...
...	...	...	Troch Mines	...	...	...	...
...	...	...	Venezuela Gold Min.	...	...	...	...
...	...	...	Docks, Wharves, Godowns, etc.	...	...	...	...
...	...	...	H.K. & E. Wharves	...	...	...	...
...	...	...	Providents (old)	...	...	...	...
...	...	...	Do. (new)	...	...	...	...
...	...	...	H.K. & W. Docks	...	...	...	...
...	...	...	S. China Motors "A"	...	...	...	...
...	...	...	Do. "B"	...	...	...	...
...	...	...	Shanghai Docks S.	...	...	...	...
...	...	...	New Engineering S.	...	...	...	...
...	...	...	Hongkong S.	...	...	...	...
...	...	...	Lands, Hotels, and Buildings	...	...	...	...
...	...	...	H.K. Hotels	...	...	...	...
...	...	...	H.K. Lands	...	...	...	...
...	...	...	Shanghai Lands S.	...	...	...	...
...	...	...	Metropolitan Lands	...	...	...	...
...	...	...	H.K. Realities	...	...	...	...
...	...	...	China Do.	...	...	...	...
...	...	...	Do. Debentures S.	...	...	...	...
...	...	...	Humphreys	...	...	...	...
...	...	...	New Asia Hotel	...	...	...	...
...	...	...	Asia Realities "A" S.	...	...	...	...
...	...	...	Do. "B" S.	...	...	...	...
...	...	...	Chinese Estates	...	...	...	...
Cotton Mills							
...	...	...	Ecos	...	...	...	...
...	...	...	S. Tai Cottons	...	...	...	...
...	...	...	Yoon Sings	...	...	...	...
...	...	...	Wing On Textiles (S)	...	...	...	...
...	...	...	Public Utilities	...	...	...	...
...	...	...	Tramways	...	...	...	...
...	...	...	Do. (old)	...	...	...	...
...	...	...	Do. (new)	...	...	...	...
...	...	...	Star Furies	...	...	...	...
...	...	...	Yauwatt Ferries	...	...	...	...
...	...	...	China Lights (old)	...	...	...	...
...	...	...	Do. (new)	...	...	...	...
...	...	...	H.K. Electric	...	...	...	...
...	...	...	Macao do.	...	...	...	...
...	...	...	Sandakan Lights	...	...	...	...
...	...	...	Telephones	...	...	...	...
...	...	...	China Buses	...	...	...	...
...	...	...	Traction	...	...	...	...
...	...	...	Do. (pref.)	...	...	...	...
Industrials							
...	...	...	Melabon Sugars	...	...	...	...
...	...	...	Caldbeck, (ord.) S.	...	...	...	...
...	...	...	Macgregor (pref.) S.	...	...	...	...
...	...	...	Canton Ice	...	...	...	...
...	...	...	Cements (comb.)	...	...	...	...
...	...	...	Do. (old)	...	...	...	...
...	...	...	Do. (new)	...	...	...	...
...	...	...	Ropes	...	...	...	...
Miscellaneous							
...	...	...	Dairy Farms	...	...	...	...
...	...	...	Der A Wings	...	...	...	...
...	...	...	Amusements	...	...	...	...
...	...	...	Ch. Entertainment	...	...	...	...
...	...	...	Constructions, (old)	...	...	...	...
...	...	...	Do. (new)	...	...	...	...
...	...	...	Lane Crawfords	...	...	...	...
...	...	...	Mackintosh	...	...	...	...
...	...	...	Nanyang Tobacco	...	...	...	...
...	...	...	Sinceres	...	...	...	...
...	...	...	Watsons	...	...	...	...
...	...	...	Wm. Powells	...	...	...	...
...	...	...	M. Greyhounds	...	...	...	...
...	...	...	S. U. Enterprises	...	...	...	...
...	...	...	United Theatres S.	...	...	...	...
...	...	...	B. Int. G. Bonds	...	...	...	...
...	...	...	H.E. Govt. Loans	...	...	...	...
...	...	...	Wallace Harper	...	...	...	...
...	...	...	H.K. Wing On	...	...	...	...
...	...	...	S'hai Do	...	...	...	...

MONEY AND MARKETS

LONDON FINANCE NOTES

British Exports In July

(Special Air-Mail Service)

LONDON, Aug. 16.
The imports of the United Kingdom for July totalled £33,706,297, a decrease of £67,602 as compared with the figures for June.

Exports were of the value of £39,847,941 an increase of £1,381,589 over June (which included the Whitstable holidays).

As compared with July 1932, imports show an increase of £1,793,982 and exports an increase of £553,653.

For the seven months ended July imports were of the value of £273,843,127, a decrease of £38,859,112 compared with the first seven months of last year; while exports in the same period were of the value of £303,136,068, a decrease of £11,106,958.

Re-exports of imported merchandise totalled in July £4,933,719, against £5,286,857 in June and £3,304,737 in July, 1932. For the first seven months of the year re-exports totalled £30,510,975, against £32,934,910 in 1932.

The principal increases in exports as compared with July last year are:

Non-ferrous metals and manufactures £372,417; wool raw and waste and woven rags £268,017; vehicles, including locomotives, ships and aircraft £291,897.

The decreases include machinery £398,344, and cotton yarn and manufacture £268,559. Exports of coal show a decrease of £129,410.

TOOTAL BROADHURST

LEE

Despite unfavourable trading conditions, the Tootal Broadhurst Lee Co., cotton spinners and manufacturers, are able to report a further gratifying improvement in results for the year to June 30. Net profits are returned at £119,443, a gain of £33,082, which follows an almost identical increase for 1931-32. Actually, the past year's improvement is greater than appears, because, before arriving at the profits, £20,000 has been set aside for a bonus to employees, payment of which is resumed after a break of three years.

The dividend on the Ordinary and Employees' shares is further raised by 2½ p. to 10 p., and after placing £20,000, or £14,000 more than a year ago, to tax reserve, £17,786 goes forward, against £18,057. On March 31 last the £200,000 of 4 p. Debenture Stock was redeemed, thus relieving future profits of the interest charge.

INVESTORS AND SPENDERS

The enormous success of the Canadian £15,000,000 loan and other sensational successful loans in recent times raises the question among hard-pressed ordinary people, where does all this money come from? Obviously there are vast sums of money everyone seems to be harnessing and in difficulties about income tax. A friend who knows the West End well tells me that people there who were not really hard up two years ago but thought it wrong to spend have now a great amount of accumulated funds. This sort, he says, have no spending muscle; they live largely in the suburbs or north side of the park, and their current accounts at the bank are swollen out of all decency. There are also the people who have sold their estates and reduced their responsibilities and those who own bank shares. There are also accumulated reserves of business companies that are idle in the banks and the people who formerly invested their money abroad. Then, the wills that appear every day in the newspapers mean legacies all over the country who have money to invest.

Not Saving

But more surprising to the ordinary hard-pressed citizen than the people with money to invest are the people who are spending heavily. The explanation of this given by another London observer is as follows:—There is a sort of well-off Londoner who in former years prudently spent two-thirds of his income and invested the rest in what he thought were sound securities, and now, finding his sound securities give him little, or no income, is not investing much at present but is spending his income. His income has probably decreased by a third, but as he is saving nothing he is living at much the same rate as before. This is given as an explanation for the new expensive flats, big cars, crowded expensive restaurants, dance clubs,

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE.)

On	Sterling Parity	Aug. 31.	Sept. 2.
Amsterdam	12.10 Florins	7.91	7.82
Athens	37s Drachmas	585	570
Belgrade	276.916 Dinars	235	234
Bombay	20.43 Marks	13.33	13.20
Berlin	1s. 6d. per Rupee	1/6 1/16	1/6 1/16
Buenos Aires	35 Belgas	22.81	22.50
Brussels	843.568 Lei	337	336
Bucharest	47.582 per Peso	43 Off.	44 1/2 O.R.
Copenhagen	18.159 Kroner	22.40	22.40
Geneva	25.224 Francs	16.48	16.29
Helsingfors	163.23 Marks	239	238
Hongkong	110 Escudos	105	104
Liabon	23.221 Pesetas	33-5/32	37 11/16
Milan	92.46 Lire	63	59 13/16
Montevideo	30.582 per Peso	33 1/2 Nom	36 1/2
Montréal	4.867 Dollars	4.761	4.78
New York	4.867 Dollars	4.761	4.73 1/2
Oso	18.159 Kroner	10.90	10.90
Paris	134.21 Francs	31-9/32	30 11/32
Prague	164.23 Kronen	107	106 1/2
Rio de Janeiro	26.93d. per Gold Milreis	43 Off.	43-9/8 O.R.
Shanghai	1/3 3/16	1/3 3/16	1/3 3/16
Stockholm	18.159 Kronor	16.37	16.37
Vienna	31.581 Schillings	30 Nom	30 Nom.
Yokohama	24.55d. per Yen	1/2	12-5/32
Silver (spot)	18	18	17 1/8
Silver (forward)	18-1/16	18-1/16	15 3/16
War Loan	2 1/2%	2 1/2%	2 1/2%

Closing Quotations

September 2, 1933.		ON SHANGHAI:—	
ON LONDON:—		On Demand	110 1/2
Telegraphic Transfer	1/4	On Demand	110 1/2
Bank Bills, on demand	1/4	On Demand	62 1/2 Nom
Bank Bills, 4 months	1/4	On Demand	58 1/2
Credits, 4 months	1/4	On Demand	54 1/2
Credits, 6 months	1/4	On Demand	54 1/2
ON NEW YORK:—		On Demand	54 1/2
Bank Bills, on demand 31 1/2 Nom		On Demand	54 1/2
Credits, 60 days sight, Nom		On Demand	54 1/2
ON PARIS:—		On Demand	135
Bank Bills, on demand 52 1/2		On Demand	135
Credits, 4 months sight 52 1/2		On Demand	135
ON INDIA:—		On Demand	135
Telegraphic Transfer	1/4	On Demand	135
Bank, on demand	1/4	On Demand	135

D.E.I. RUBBER EXPORTS

Big Rise On Last Year

LONDON, Aug. 24.
Messrs. Symington and Wilson's report states that world stocks of rubber at the end of July showed a reduction of about 8,000 tons. The exports from the Netherlands Indies were 33,200 tons as compared with 29,271 in July 1932. In the first seven months of this year the exports were 161,640, as compared with 123,149 in the same period of 1932. The sudden rise in July exports is due to the higher prices for the raw material prevailing in June and July. This caused renewed activity on the part of the natives and the resumption of tapping by the European planters.

BRITISH BOXER FUND LOANS

Nanking, August 28.—The Ministry of Communications, in a despatch to the Ministry of Finance, requests that it be affixed to the £230,000 sterling loan agreement between the Board of Trustees for the Administration of the British Boxer Indemnity Fund and the China Merchants Steam Navigation Company. This agreement has already been signed by Mr. Calder-Marshall and Mr. O. S. Liu, on behalf, respectively, of the Board and the shipping, and by the Minister of Communications—Kuo Min.

country clubs, crowded race meetings, and all that made the delegates at the World Economic Conference wonder why the slump had not reached London. We have thus the paradox of London's at the same time having enormous spare funds to invest when any good issue comes along and living up to its income in the most ostentatious way.

PIECE GOODS MARKET

VERY LITTLE TRADE

COTTON AND FANCY GOODS

The Chamber of Commerce Fortnightly Price Current and Market Report etc. The following reports have been received:—

There has been an infinitesimal demand for "Spot" Staples but prices remain unchanged and are considerably below replacing costs. The market for Cotton Fancies is very poor and sales are only possible at about half price. Clearances very limited.

The latest Cotton prices to hand are those of the 1st inst:—

American Mid. "Spot" 5.60d.
Egyptian Sakel 5.50d.
F.G.F. "Spot" 7.53d.

Woollens
Little interest is being shown as yet in Woollens but there is a small turnover in stockists and Hosiery Yarn. Wool prices remain firm at home and replacements would cost considerably more than was the case a few months ago.

There is a little enquiry for Art. Silk Yarn but continental suppliers are not eager to sell and available stocks are meagre.

Raw Silk
Transactions during the fortnight have been very small. Buyers seem to have adopted a very conservative attitude owing to the uncertain general outlook specially in America.

However local prices have declined only slightly.

Stock 10,000 Bales.
Exchange 4 m/s D/F France Fcs. 6.15

4 m/s L/C New York 32
4 m/s L/C London 1/3 1/4

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Fortnightly sailings		Fortnightly sailings	
Pres. Hoover	Sept. 13, 8 a.m.	Pres. Jefferson	Sept. 23, Midnight
Pres. Lincoln	Sept. 28, Midnight	Pres. Grant	Sept. 28, Midnight
Pres. Coolidge	Oct. 10, Midnight	Pres. Cleveland	Oct. 10, 6 a.m.
Pres. Wilson	Oct. 24, Midnight	Pres. Jackson	Oct. 14, 6 a.m.
Pres. Hoover	Nov. 7, Midnight	Pres. Jefferson	Oct. 28, 6 a.m.
Pres. Taft	Nov. 21, Midnight	Pres. Grant	Nov. 10, Midnight

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Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada. Liberal stop-over privileges for Sight-seeing. Full particulars upon application.

Fortnightly via Suez to Europe & America

Fortnight

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 5th Sept. 8 p.m.
SWATOW, FOCHOW, WEIHAIWEI	"HUNAN"	On 6th Sept. 4 p.m.
CHONGKING & TIENTSIN	"TAIYUAN"	On 6th Sept. 6 p.m.
AMOI & SHANGHAI	"KINGYUAN"	On 7th Sept. 3 p.m.
HOANG & HANGHAI	"KINGCHOW"	On 8th Sept. Noon
SANTUO, SHANGHAI	"KANGHONG"	On 8th Sept. 5 p.m.
DAIKEN & NINGBO	"SHANGHAI"	On 10th Sept. 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"KANGCHOW"	On 10th Sept. 4 p.m.
SWATOW & HANGKOW	"ANHUI"	On 11th Sept. 8 a.m.
AMOI, SWATOW & SHANGHAI	"SINKIANG"	On 12th Sept. 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"TSINAN"	On 13th Sept. 5 p.m.
SWATOW, FOCHOW, WEIHAIWEI	"HOIHOW"	On 14th Sept. 4 p.m.
AMOI & SHANGHAI	"KANGTUNG"	On 14th Sept. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 17th Sept. 3 p.m.
SWATOW & HANGKOW	"KAYING"	On 17th Sept. 4 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUZYANG"	On 18th Sept. 3 p.m.
AMOI & SHANGHAI	"KWEIYANG"	On 20th Sept. Noon
AMOI & SHANGHAI	"TSINAN"	On 20th Sept. 5 p.m.

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Telephone 3033.
CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

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STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
TAIPING	13 Sept.	19 Sept.	23 Sept.	8 Oct.
CHANGTAE	13 Oct.	20 Oct.	23 Oct.	8 Nov.
TAIPING	10 Nov.	17 Nov.	20 Nov.	6 Dec.
CHANGTAE	12 Dec.	19 Dec.	22 Dec.	7 Jan.

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THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "AFRIKA"
on or about 21st SEPT., 1933

For SINGAPORE, PORT SAID, ROTTERDAM,
HAMBURG, COPENHAGEN, AND OTHER SCANDINAVIAN
& BALTO PORTS.

FOLLOWING SAILINGS: For SHANGHAI & JAPAN: For CONTINENTAL PORTS:

M.S. "Danmark"	30th Sept.	3rd Nov.
M.S. "Java"	31st Oct.	2nd Dec.
M.S. "Malaya"	3rd Dec.	31st Dec.

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All vessels have excellent passenger accommodation (1st class only).

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M.S. "Munnam" leaving for Bangkok via Swatow on

5th SEPT., due Bangkok on or about 14th SEPT.

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SAILINGS FOR SWATOW, AMOI & FOCHOW & RETURN

TUESDAYS AND FRIDAYS AT 4 P.M.

S.S. "HAIYANG" on TUESDAY, 5th SEPT.

S.S. "HAICHONG" on FRIDAY, 8th SEPT.

S.S. "HAINING" on TUESDAY, 12th SEPT.

Subject to alteration without notice.

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at the Reduced Rate of \$100.00 including Meals while the steamer

is at Coast Ports (Time for Round Voyage 8 Days).

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FROM HONG KONG.

NORTHWARD.

FROM HONG KONG TO COAST

PORTS AND JAPAN.

Amoy.

Haiyang, Douglas, September 5.

Tai Yuan, B. & S., September 6.

Sirhana, B.I. (Apar), September 7.

Hai Ching, Douglas, Sept. 8.

Hai Ning, Douglas, Sept. 12.

Tsuan, B. & S., September 13.

Kwangtung, B. & S., Sept. 14.

Kum Sang, Jardine's September 19.

Tsuan, B. & S., Sept. 20.

Hai Sang, Jardine's, Sept. 30.

Chiofo.

Hang Sang, Jardine's, September 5.

Hunan, B. & S., Sept. 6.

Yat Shing, Jardine's, September 12.

Hoihow, B. & S., Sept. 14.

Daluy.

Patroclus, B. & S., September 15.

Foochow.

Haiyang, Douglas, September 5.

Hang Sang, Jardine's, September 5.

Hunan, B. & S., Sept. 6.

Hai Ching, Douglas, Sept. 8.

Hai Ning, Douglas, Sept. 12.

Yat Shing, Jardine's, September 12.

Hoihow, B. & S., Sept. 14.

Hankow.

Lycan, B. & S., September 25.

JAPAN (Direct).

Tyndareus, B. & S., September 14.

Kum Sang, Jardine's, September 19.

Sui Sang, Jardine's, Sept. 30.

Japan and Shanghai.

Asama Maru, N.Y.K., September 6.

Corfu, P. & O., September 7.

Laomedon, B. & S., September 7.

Sirhana, B.I. (Apar), September 7.

Southern, P. & O., Sept. 8.

Pres. Jefferson, A.M. Line, Sept. 8.

Diomed, B. & S., September 11.

Rhexenor, B. & S., September 11.

Pres. Hoover, Dollars, Sept. 11.

Yasukuni Maru, N.Y.K., September 13.

Kamo Maru, N.Y.K., September 15.

Patroclus, B. & S., September 15.

Nagara, Gilman's, September 18.

Mantua, P. & O., September 20.

Emp. of Russia, C.P.S., Sept. 22.

Pres. Grant, Dollars, September 22.

Pres. Lincoln, Dollars, September 22.

City of Corinth, Bank Line, Sept. 27.

Memnon, B. & S., Sept. 29.

Emp. of Japan, C.P.R., Oct. 6.

Otari.

Diomed, B. & S., September 10.

Memnon, B. & S., Sept. 29.

Pukow.

Lycan, B. & S., September 25.

SHANGHAI AND WAY PORTS.

Sochow, B. & S., September 5.

Daviken, Jardine's, September 6.

Tai Yuan, B. & S., September 6.

King Yuan, B. & S., September 7.

Chak Sang, Jardine's, September 10.

Portos, Messageries, September 13.

Foo Shing, Jardine's, Sept. 13.

Tsuan, B. & S., September 13.

Kwangtung, B. & S., Sept. 14.

Patroclus, B. & S., September 15.

Kwai Sang, Jardine's, Sept. 17.

Sunning, B. & S., Sept. 17.

Suiyang, B. & S., Sept. 19.

Taku.

Patroclus, B. & S., September 15.

Tientsin.

Bintang, Manners, Sept. 6.

Hunan, B. & S., Sept. 6.

Hoihow, B. & S., Sept. 14.

Tsingtao.

Sochow, B. & S., September 5.

Daviken, Jardine's, September 6.

San Francisco.

Asama Maru, N.Y.K., September 6.

Pres. Hoover, Dollars, Sept. 13.

Pres. Lincoln, Dollars, September 20.

Seattle.

Pres. Jefferson, A.M. Line, Sept. 8.

Tyndareus, B. & S., September 14.

Pres. Grant, Dollars, September 22.

Emp. of Japan, C.P.R., Oct. 6.

Vancouver, B.C.

Emp. of Canada, C.P.S., Sept. 8.

Tyndareus, B. & S., September 14.

Emp. of Russia, C.P.S., Sept. 22.

Emp. of Japan, C.P.R., Oct. 6.

Victoria, B.C.

Emp. of Canada, C.P.S., Sept. 8.

Pres. Jefferson, A.M. Line, Sept. 8.

Tyndareus, B. & S., September 14.

Emp. of Russia, C.P.S., Sept. 22.

Emp. of Japan, C.P.R., Oct. 6.

SOUTHWARD.

FROM HONG KONG TO COAST

PORTS, MANILA, AUSTRALIA.

Australian Ports, East.

Tai Ping, B. & S., September 19.

Atsuta Maru, N.Y.K., September 23.

Ball.

Tjinegara, J.C.J. Line, Sept. 5.

Bangkok.

Munnam, Manners, September 8.

Hirundo, Thoresen's, Sept. 10.

Hiran, Thoresen's, Sept. 17.

Kwai Yang, B. & S., Sept. 20.

Hellas, Thoresen's, Sept. 24.

Batavia.

Tjikembang, J.C.J. Line, Sept. 12.

Belawan.

Adrastus, B. & S., September 7.

Chinese Prince, Furness, Sept. 16.

Brisbane.

Tai Ping, B. & S., September 19.

Atsuta Maru, N.Y.K., September 23.

Calcutta.

Tai Ping, B. & S., September 19.

Chinese Prince, Furness, Sept. 16.

Atsuta Maru, N.Y.K., September 23.

Emp. of Japan, C.P.S., September 29.

Davao.

Chinese Prince, Furness, Sept. 16.

Atsuta Maru, N.Y.K., September 23.

Hoihow.

Kwai Yang, B. & S., Sept. 20.

Macassar.

Tjinegara, J.C.J. Line, Sept. 5.

Chinese Prince, Furness, Sept. 16.

Madang.

Friderun, Melchers, September 17.

Manila.

Pres. Hoover, Dollars, Sept. 5.

Tjinegara, J.C.J. Line, Sept. 5.

Emp. of Russia, C.P.S., Sept. 13.

Chinese Prince, Furness, Sept. 16.

Pres. Grant, Dollars, September 16.

Pres. Polk, Dollars, September 16.

Atsuta Maru, N.Y.K., September 23.

Emp. of Japan, C.P.S., September 29.

Menado.

Atsuta Maru, N.Y.K., September 23.

Melbourne.

Tai Ping, B. & S., September 19.

Atsuta Maru, N.Y.K., September 23.

Samarang.

Chinese Prince, Furness, Sept. 16.

Rabaul.

Friderun, Melchers, September 17.

Sandakan.

Mau Sang, Jardine's, September 5.

Hin Sang, Jardine's, September 20.

Sourabaya.

Tjinegara, J.C.J. Line, Sept. 5.

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TO **EUROPE AND RETURN**

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THE WORLD'S GREATEST TRAVEL SYSTEM.

NYK. LINE

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

ASAMA MARU ... Wednesday, 6th Sept., at 10 a.m.
CHICHIBU MARU ... Wednesday, 4th Oct., at 10 a.m.
TATSUTA MARU ... Wednesday, 18th Oct., at 10 a.m.

SEATTLE & VANCOUVER.

HIYO MARU ... (Starts from Kobe) Monday, 18th Sept.
HEIAN MARU ... (Starts from Kobe) Monday, 2nd Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

via Singapore, Penang, Colombo and Suez.

HARUNA MARU ... Saturday, 16th Sept.
KATOH MARU ... Saturday, 30th Sept.
KASHIMA MARU ... Saturday, 14th Oct.

SYDNEY & MELBOURNE via Manila and Ports.

ATSUTA MARU ... Saturday, 23rd Sept.
AMO MARU ... Saturday, 21st Oct.

BOMBAY via Singapore, Penang and Colombo.

MALACCA MARU ... Tuesday, 12th Sept.
BE'GAL MARU ... Friday, 29th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

ROKUYO MARU ... Monday, 25th Sept.

NEW YORK via Panama.

LISBON MARU ... Sunday, 10th Sept.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, Genoa and Valencia.

LYONS MARU ... Wednesday, 13th Sept.

CALCUTTA via Singapore, Penang and Rangoon.

TOKUSHIMA MARU ... Friday, 8th Sept.
YAMAGATA MARU ... Friday, 1st Sept.

SHANGHAI, KOBE & YOKO HAMA.

YASUKUNI MARU ... Wednesday, 13th Sept.
KAMO MARU (Nagasaki direct) ... Friday, 15th Sept.
HAKODATE MARU ... Monday, 18th Sept.

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To MARSEILLES via Saigon, Singapore, Penang, Colombo, Djibouti (Aden), Suez, Port-Said.

FELIX ROUSSEL ... 12th Sept.
PORTHOS ... 26th Sept.
CHENONOEUX ... 10th Oct.
D'ARTAGNAN ... 24th Oct.
ATHOS II ... 7th Nov.
ARABIS ... 21st Nov.
ANDRE LEBON ... 5th Dec.

To SHANGHAI.

PORTHOS ... 12th Sept.
CHENONOEUX ... 26th Sept.
D'ARTAGNAN ... 10th Oct.
ATHOS II ... 24th Oct.
ARABIS ... 7th Nov.
ANDRE LEBON ... 21st Nov.
FELIX ROUSSEL ... 5th Dec.

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2 Queen's Building, 13

Shipping News

Daily Statement, Clearances,
Ships In Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 6,440 TONS;
THROUGH CARGO
11,680 TONS.

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	Cargo for Through H.K. Ports
Chak Sang, Swatow	413 1,250
Anhui, Hoihow	500 400
King Yuan, Haiphong	395 175
Haiphong, Foochow	140 —
American.	1,450 — 1,825
City of Elwood, Manila	— 6,610
Dutch	— — 4,610
Tjinegara, Amoy	— 1,550
Danish	— — 1,550
Bintang, Bangkok	1,547 1,660
Muinam, Swatow	1,750 —
Norwegian	— 3,297 — 1,660
Hirundo, Swatow	1,700 —
Total	8,447 11,685

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Anhui (British), Hoihow	66
King Yuan (British), Haiphong	140
Haiphong (British), Foochow	260
Tjinegara (Dutch), Amoy	190
Muinam (Danish), Swatow	61
Hirundo (Norwegian), Swatow	14
Cheung On (Chinese), Kowloon	41
Total	781

ASIATIC DECK PASSENGERS.

The arrivals and departures during the period under review were:—

British	Arr.	Dep.
British	4	7
American	1	0
German	0	1
Dutch	1	0
Danish	2	1
Italian	0	1
Norwegian	1	2
Japanese	0	2
Chinese	2	0
Total	11	14

SHIPS IN HARBOUR.

The following merchants ships were in harbour yesterday:—

Wharves.
Kowloon:—Maranoa and Kilmsea.
O.S.K.:—Hozan Maru.
Chiu On:—Hydrangea.

(Continued on previous col.)

ARRIVALS

September 3.

City of Edwood, American str., 3,992 tons, Capt. L. B. Adams, from Manila, buoy No. A12—States S.S. Co. buoy No. AE—J.C.J.L.

Hai Yang, British str., 1,363 tons, Capt. W. G. Erwin, from Swatow, Douglas Wharf—Douglas Laprak & Co.

Lungshan, Chinese str., 1,310 tons, Capt. V. Heilmann, from Swatow, O.M.S.N. Wharf—C.M. S.N. Co.

Prosper, Norwegian str., 1,377 tons, Capt. Hytten, from Saigon, buoy No. B4—Nam Tai Loong.

Tai Poo Sak, French str., 1,219 tons, Capt. Maternati Paul, from Kwang Chow Wan—Wo Hop & Co.

Tjinegara, Dutch str., 5,782 tons, Capt. P. Weide, from Amoy.

September 4.

Anhui, British str., 2,080 tons, Capt. J. D. Whyte, from Hoihow, buoy No. B20—B. & S.

Daviken, Norwegian str., 1,778 tons, Capt. G. Svane, from Canton, buoy No. B2—J. M. & Co.

Hunan, British str., 1,631 tons, Capt. E. H. Histed, from Swatow, buoy No. B6—B. & S.

King Yuan, British str., 1,548 tons, Capt. R. Allinson, from Hoihow, buoy No. A15—B. & S.

CLEARANCES

September 4.

Anhui, for Swatow.
Bendleuch, for Shanghai.
Henrik, for Bangkok.
Hydrangea, for Swatow.
Michael Jensen, for Bangkok.
Tanda, for Rabaul.
Wilfred, for Chinwangtao.

SHIPPING MOVEMENTS.

The a.s. Calchas (from Shanghai) is expected to arrive here on the 6th inst.

Docks.

Kowloon:—Tanda, Graciosa and Laganbank.
Taikoo:—Silver Sandal, Asama Maru, Maple Leaf, Tarbo, Hoi Sui, Halldor.

Buoys.

No. A1.—Tanda.
No. A5.—Muinam.
No. A9.—Tjinegara.
No. A12.—City of Edwood.
No. B3.—Kwangchow.
No. B4.—Prosper.
No. B5.—Clara Jensen.
No. B6.—Hunan.
No. B9.—Bintang.
No. B10.—Shun Chih.
No. B11.—Helica.
No. B14.—Soochow.
No. B15.—Kingyuan.
No. B16.—Barge.
No. B17.—Henrik.
No. B20.—Anhui.
No. B21.—Taiyuan.
No. B22.—Maa Sang.
No. C1.—Hirundo.
No. C7.—Yatsushiro Maru.

MR. R. D. HOLT

Blue Funnel Chief
Honoured By
Liverpool

Principal of the Blue Funnel Line, and chairman of the Mersey Docks and Harbour Board, Mr. Richard Durning Holt, has been honoured with the degree of Doctor of Laws of the Liverpool University.

In the unavoidable absence of the Chancellor, Lord Derby, the Vice-Chancellor, Dr. H. J. W. Hetherington, conferred the honours upon the recipients at St. George's Hall.

The Vice-Chancellor said it had long been the practice of the University to receive into their membership men and women who, in scholarship, science, or public affairs, had finely served their time. On behalf of the University he made Mr. Holt welcome.

Professor W. Lyon Blaise, introducing Mr. Holt to the Vice-Chancellor, said Richard Durning Holt was not the first member of his family to receive an honorary degree from this University. He had inherited a name which was famous in Liverpool and elsewhere else merchants were held in honour, and he had enlarged his inheritance.

The flag of his House was known upon all the oceans, and still represented the integrity, the regularity, and the far-seeing and deliberate enterprise with which it had always been associated. As the chairman of the Mersey Docks and Harbour Board, he applied to the service of the whole port of Liverpool the same earnest industry that he had applied to his own affairs.

Mr. Holt had helped to forge the links which united British with Chinese Universities. He was an active Justice of the Peace, and he had been a member of Parliament, but for too short a time. But they knew too many politicians who were the friends of every opinion but their own, saluted the admirable independence of that unrepentant individualist—(laughter)—that austere Odysseus, bound to his solitary mast, for whom the Fabian sirens sang in vain. (Renewed laughter).

100,000 TICALS STOLEN FROM MAIL BAGS

Between Bangkok And Penang

Bangkok, Aug. 29.

Another mail bag robbery is engaging the attention of the authorities. A sum of ticals 100,000 was edspatched from Bangkok by the Siam Commercial and other banks to the Penang agents, but it failed to arrive in Penang by the last express. Enquiry in official quarters this morning elicited the fact that the bags were signed for by the railway authorities and that the money was insured.

This is the third big robbery of bank notes in recent years.

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MAIL AND PASSENGER STEAMERS
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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"KIDDERPOPE"	6,000	8th Sept.	Singapore, Penang, Ceylon, Bombay, Madras, London.
"CARHAGE"	15,000	9th Sept.	do.
"BHUTAN"	6,000	16th Sept.	do.
"NALDERA"	16,000	23rd Sept.	do.
"CORFU"	15,000	7th Oct.	do.
"SOUDAN"	6,800	14th Oct.	do.
"MANTUA"	11,000	21st Oct.	do.
"RAWALPINDI"	17,000	4th Nov.	do.
"BURDWAN"	6,500	11th Nov.	do.
"COMORIN"	15,000	18th Nov.	do.
"CHITRAL"	15,000	2nd Dec.	do.
"SOMALI"	6,500	9th Dec.	do.
"BANCHI"	17,000	16th Dec.	do.
"CARHAGE"	15,000	30th Dec.	do.
"BANGALORE"	6,000	6th Jan.	do.
"NALDERA"	16,000	13th Jan.	do.
"CORFU"	15,000	27th Jan.	do.
"BHUTAN"	6,000	3rd Feb.	do.

* Cargo only. † Calls Casablanca.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Athens, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
TAKADA	7,000	16th Sept.	Singapore, Penang & Calcutta
SIBDHANA	8,000	30th Sept.	do.
TALMA	10,000	14th Oct.	do.
TILAWA	10,000	28th Oct.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
TANDA	7,000	4th Sept, 8 p.m.	Manila, Rabaul, Brisbane, Sydney and Melbourne.
NANKIN	7,000	30th Sept.	do.
NELLORE	7,000	3rd Nov.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—16 days.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London, Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destination
"SOUDAN"	6,800	7th Sept.	S'hai, Moji, Kobe & Yokohama
"SIBDHANA"	8,000	7th Sept.	Amoy, S'hai, Moji, Kobe & Osaka
"CORFU"	15,000	7th Sept.	Shanghai, Kobe & Y. Hama.
"MANTUA"	11,000	21st Sept.	S'hai, Moji, Kobe & Y. Hama.
"BURDWAN"	6,500	4th Oct.	do.
"RAWALPINDI"	17,000	5th Oct.	do.
"COMORIN"	15,000	30th Oct.	do.
"CHITRAL"	15,000	1st Nov.	do.
"SOMALI"	6,500	9th Nov.	do.
"BANGALORE"	6,000	30th Nov.	do.
"CARHAGE"	15,000	1st Dec.	do.
"NALDERA"	16,000	15th Dec.	do.
"CORFU"	15,000	29th Dec.	do.
"BANPUBA"	17,000	13th Jan.	do.
"RAWALPINDI"	17,000	30th Jan.	do.
"COMORIN"	15,000	9th Feb.	do.
"CHITRAL"	15,000	23rd Feb.	do.
"BANCHI"	17,000	9th Mar.	do.
"CARHAGE"	15,000	23rd Mar.	do.
"NALDERA"	16,000	6th Apr.	do.
"CORFU"	15,000	19th Apr.	do.
"MANTUA"	11,000	3rd May	do.

* Cargo only.

All dates are approximate and subject to alteration without notice. All cabins are fitted with Electric Fans or Pumps, Louvre Ventilation. Steamers on London and Australian Lines are fitted with Laundries. Parcels measuring not more than 30 ft. will be received at the Company's Office up to Noon on the day previous to sailing. For Further Information, Passage Fares, Freight, Handbooks, etc., apply.

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via MANILA and SHANGHAI SETTLEMENTS.

Sailing about 1st October

OUTWARDS
To SHANGHAI AND JAPAN PORTS

Sailing about 18th September

M.V. "NAGARA"
M.V. "CANTON"

Passenger Rates (Hong Kong to Mediterranean)
Hong Kong to Rotterdam

246
256

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S.S. "CITY OF PITTSBURG" ... Havre, London, Rotterdam & Hamburg ... 9th Sept.

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S.S. "TINHOU" ... End of October

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